

JOHN T. PRINCE,
 Importer and Dealer in
Foreign and Domestic
STATIONERY
 And Manufacturer of
 Mercantile Blank Account Books,
 No. 7 Kilby St., - - Boston.

Destruction Railroad.

The following is a good thing from "Fish Family Journal." Young men, are you ticketed through on the above-named road? There are in the northwest a large number of directors:

The directors take pleasure in re-assuring numerous friends and parties that the Road to Ruin is now in good order. Within the last three months it has carried more than three hundred thousand passengers clear through from the town of Temperance to the city of Destruction, while the number of way-passengers is encouraging. An enormous amount of freight, such as mechanics' tools, household furniture, and even whole farms, have gone forward; and the receipts of the year have been so large that the directors have resolved to declare a dividend of 500 per cent. The track has been much improved, and re-laid with Messrs. Diabolus & Co.'s patent rail. The grades are reduced to a dead level, and the switches brought to such perfection along the route as to jerk the cars in a moment from the main track, to avoid collision with the Total Abstinence engine and the Temperance trains which recently occasioned so much trouble. In short, we have spared no expense to make it superior to any other road to Ruin ever established. It gives us great pleasure to call the attention of the public to the improvements in our engines and cars. The old favorite locomotive, Alcohol, has a fire-chamber of double capacity, and patent driving wheels, after the fashion of old Juggernaut. Our wine-cars are models of luxurious conveyance, after the pattern of the far famed London gin-palaces. Our beer-cars and gentlemen of the first water. To keep up with these, our whisky, rum, and brandy, greatly enlarged, and fire reduced. Our cider, porter, and beef-cars attract attention among the children. Our engineer, Mr. Belial, and our police conductor, Mr. Mix, have been known to the traveling public to commendation. Indeed, so swift are our trains that some have called our artillery of death let loose on them must be obtained of Mr. Mix, at the Hotel, where you may see the following from our charter from Government:

"Licensed to make a strong man weak;
 Licensed to lay a wise man low;
 Licensed a wife's fond heart to break;
 And make her children's tears to flow;
 Licensed to do thy neighbor harm;
 Licensed to foster hate and strife;
 Licensed to nerve the robber's arm;
 Licensed to whet the murderer's knife;
 Licensed, where peace and quiet dwell
 To bring disease and want and woe;
 Licensed to make this world a hell,
 And banish joy and peace below."

REGULATIONS.

The down train leaves Ciderville at 6
 Porterville at 7 A. M., Beertown at 8 A. M., Winterville at 9 A. M., Brandyborough at 10 A. M., and Whisky City at 12 M.

The speed of the train will be greatly increased as it proceeds; stopping, however, to land passengers at Poorhouseville, Hospitaltown, Prisonburg, Gallowsville, etc.

On Sunday, cars will be ready as usual, especially for way passengers; until further notice.

N. B.—All baggage at the risk of the owners, and widows and orphans are particularly requested not to inquire after persons' property at Ruin depot, as in no case shall the directors hold themselves liable for accidents to passengers.

WM. WHOLESALÉ, Pres.
 ROBERT RETAIL, Vice-Pres.



756

11

G. H. P. Prescott

FAR AWAY.

BY EDWARD KING.

Far away—far away o'er the boundless sea,
Our canvas all spread and the wind blowing free,
We court not the pleasures of loved ones at home,
For 'tis pleasure to us o'er old ocean to roam,
Far away—far away.

With a merry ship's crew, all jovial in song,
We heed not the hours as they fly swiftly on;
No sorrows feel we, save the yearning heart's sigh
For the lass that we love—who ever seems nigh,
Though away—far away.

Our hands may be rough, yet our hearts they are warm,
All dangers we brave through the wild raging storm,
Some aloft, some alow, all strive, might and main,
To bring our ship safely to port back again,
Far away—far away.

Then hurrah for a cruise o'er the waters so blue,
With a stiff breeze aloft and our compass all true,
Like a sea-bird we'll skim o'er the waves' crested foam;
For 'tis joyous to us o'er old ocean to roam,
Far away—far away.

DIED.

July, 1859.

At the U. S. Hospital, Honolulu, JOHN CROFT, a seaman discharged from the whaleship *Ocean*. He belonged to New Haven, Conn., where his friends now reside.



Journal of part of a voyage to the
North "Pacific Ocean"; On the Whale
Ship "Ocean", Clark, of New Haven.

"Opened at" Honolulu, S.P. April. 27th, 1860
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This day commences by all hands being employed in getting the Ship ready for sea. This A.M. we got four moorings, & cast the gaskets of the topsail yard-arms. $\frac{1}{2}$ past 1 P.M. the Pilot (Capt James) came aboard & we proceeded to sea. Outside the reef Capt James took leave of us wishing us good health & good luck. The remainder of the day employed in clearing up decks. At 7 P.M. close hauled heading S.E. Latter part becalmed off "Kana'i".

Saturday April 28th — First part calm until 4 P.M. when we got the regular N.E. Trades & stood in shore. Middle & Latter parts off & on Honolulu.

Sunday April 29th First part standing off shore heading S.E. by E. Middle & Latter parts being some 20 miles to leeward of the Island we are beating up, with light Trade winds.

Monday April 30th First & Middle parts light winds & calms ship working in shore. Latter part becalmed off "Diamond Head" within 3 ship length of the breakers. sounded & found $5\frac{1}{2}$ fathoms of water tried to stay her but there not being wind enough lowered a Boat & towed her around. 11 A.M. got a light Southerly breeze & worked off clear. Sent the Starboard Boat ashore. she returned with some men & their dunage.

N.B. This Journal is kept by Astronomical account. The day begins when the Sea day ends, or 12 hours after the civil day commences.

Bound to the Kodiak Grounds.

Tuesday May 1st 1860

First part sent the Starboard Boat in shore again & brought of more men & their dunnage. Middle part calm & light Easterly winds. Latter part stood in shore. Capt Clark. Mr Stretch (3rd mate) & Lieut. Glenney (Boatswain) came aboard; we then squared away & stood to the Southward & Westward.

Wednesday May 2nd First part. Light southerly wind ship working to the Northward. Middle & Latter parts wind light from the Eastward. Ship working to the Southward & Westward. Stowed the anchors

Thursday May 3rd First light trade winds, steering N. N. W. Middle & Latter parts. strong Trade winds steering N by W. have been employed breaking out fresh water & repairing sails.

Friday May 4th all these 24 hours strong Trade winds. Steering N by W. Watch employed repairing sails
Lat $26^{\circ} 40' N$

Saturday May 5th First part wind still continues the same. Steering N. Watch employed repairing sails Middle & Latter parts wind the same, but not as strong or as free. Steering N & N by E.

Sunday May 6th First & Middle parts light Trade winds. Steering N by E. Latter part wind the same. took the Starboard Boat in on deck. to be caulked & painted. Steering N.

Monday May 7th First part light trade winds steering N. Carpenter employed repairing the Starboard Boat, Middle & Latter parts. light Easterly winds. in fact we have lost the trades. Put the Starboard Boat on the Braines & took the Waist Boat in on deck. Steering N & N by E.

Bound to the Kodiak Grounds. ⑦

Tuesday May 8th 1860
First & Middle parts. pleasant weather, with light winds from the Southward & Westward. Steering N by E. Latter part wind the same until 11 a.m. when it hauled into the N.E. hauled in Stun'sails unrove the gear & braced up on the wind. It has been foggy since daylight.

Wednesday May 9th First & Middle parts. wind the same. Steering by the wind heading N.W. by N. weather foggy. Latter part light Easterly winds steering N by E. Put the Waist Boat on the Cranes took the Bow Boat in on deck.

Thursday May 10th First part a light Easterly wind. Put the Bow Boat on the Cranes & took the Starboard Boat in on deck. Middle & Latter part a fine breeze from the Southward set the Stun'sails. Watch employed in tearing down the forward part of the Tug-works as they are burnt out. Steering N.N.E. That 38° 25' N

Friday May 11th First & Middle parts wind the same but hauling into the Westward. about 1 P.M. the 4th mate (Thompson) raised a whale but it proved to be a Finback. Latter part wind hauling into the N.W. hauled in Stun'sails & braced up on the wind, have been steering N.N.E. & N by E.

Saturday May 12th First part the wind hauling into the Westward squared in. steering N.E. by N. Middle & Latter parts strong Westerly winds hauled the Top Gallant sails. steering N.E. by N.

Sunday May 13th First part wind increasing double reefed the Fore & single reefed the Main. Topsail. Middle part wind moderating commenced making sail. Latter part the wind hauling into the N.W. hauled in the Top mast Stun'sail. Been steering N.N.E. & N.E. That 43° 01' N

8
Bound to the "Rodiac Grounds"

Monday May 14th 1860

First part wind light from the Northward & Westward.
steering N.E. Middle & Latter parts. wind light from
N.N.W steering by the wind heading N.E. Capt Clark
opened the Glof chest

Tuesday May 15th First part wind increasing from the
Westward hauled the Main Royal & the Top Gallant
sails, Middle part wind still increasing hauled the Main
sail & double reefed the Topsails. Latter part no change
Been steering by the wind heading N.E.

Wednesday May 16th the wind still continues from the
N.W. but moderating during the First & Middle parts
Latter part turned the reefs out of the Topsails &
set the Top Gallant sails. Been steering by the wind
heading N.N.E. & N by E.

Thursday May 17th First & Middle part the wind
hauling into the Westward but light set Main Royal
& Topmast Stun'sail. Steering N. Latter part the wind
suddenly hauled ahead, hauled in Stun'sail, & hauled
the Main Royal. Top Gallant sails & single reefed Main
Top'sail. steering by the wind heading N.E. by N.

Friday May 18th First & Middle parts the wind moder-
ating & hauling aft set the Top Gallant sails; Steering
N by W. Latter part. Wind the same but squally.
hauled in Topmast Stun'sail; Steering N by W.

Saturday May 19th First part wind the same. weather
pleasant. Middle part weather foggy wind light from the
Westward. Latter part a fine breeze from the Southward
set the Stun'sails. Steering N.N.W. weather foggy.

Sunday May 20th First part wind the same. weather
foggy. N.N.W. Middle part wind light & hauling to the
Eastward. Latter wind light from the Eastward
Been steering N by E & N.N.E.

Bound to the "Kodiac Grounds"

(9)

Monday May 21st 1860

First part wind light from the Southward & Eastward steering N. N. E. hauled in the Lower Stunsail & unbleat it & stowed it away for the season. Middle part weather rainy, wind the same N. N. E. Latter part weather the same, wind hauled ahead hauled in Stunsails hauled the Main Royal & Mizzen & Gallant sail & braced up on the wind.

Tuesday May 22nd. First & Middle parts pleasant weather with fine N. W. breeze. Ship steering by the wind working to the Northward. The main land & several Finback Whales in sight. Latter part wind the same but steadily increasing, weather pleasant. Lat $28^{\circ}53'54''N$

Wednesday May 23rd. First part weather pleasant with a brisk breeze from the N. W. hauled the 7th Gallant sail & single reefed Mizzen Top sail. Middle part weather foggy, with a strong N. W. wind. Latter part light Westerly wind, weather the same, set all light sails, steering by the wind working to the Northward. Lat $28^{\circ}56'03''N$

Thursday May 24th. First part light Westerly winds weather pleasant 1 P.M. saw a shoal of Right Whale Proophies. At 4 P.M. saw the land. 2 sail. 5 P.M. raised the first Right Whales & lowered for them, the Waist & Bow Boats went on but without success. Came aboard, & shortened sail. & set quarter watches. Been steering by the wind leading N. W. by N. Middle part weather pleasant standing quarter watches. Latter part weather the same with calms & light airs, made sail, steering by the wind.

Cruising on the Kodiak Sounds.

Friday May 25th 1860

First part weather pleasant with light breezing air. steering S + S.W. sounder & found bottom at 48 fathoms. Capt Clark has been fishing but without success. 4 P.M. breakers in sight off our Starboard quarter 10 miles distant broke out board; sent down Stun sail boom & bent the Fore Staysail. Middle part weather foggy with calms & light southerly air set the T Tallentails & Main Royal Latter part wind the same weather cloudy. Broke out colour 11 A.M. saw a Right Whale 1/2 of mile ahead the ship bowed. Starboard & Waist boats without success. Steering by the wind.

Saturday May 26th First part weather foggy with calms & light winds hauled Main Royal. 4 P.M. land in sight 6 miles distant. 1/2 past 6 P.M. lowered the Starboard & Waist Boats for a Right Whale but without success. At 9 P.M. Cape "Edgecomb" seen sight 10 miles distant. steering W.S.W. Middle & Latter parts weather pleasant with calms & light air.

Sunday May 27th First part weather pleasant with calms & light air. 2 P.M. "Sitka" Island bearing N.E. (per Compass) distant 9 miles. Mt "Edgecomb" bearing N.W. (per Compass) distant 11 miles. Two canoes with Natives came alongside, bringing off some Deer & Halibut which Capt Clark purchased. 7 P.M. Lowered Starboard, Waist, & Bow Boat for Right Whales without success. Steering by the wind, leading to the N.W. Middle & Latter parts weather foggy & wet. with calms & light air & A.M. lowered all four Boats for Right Whales without success. Steering by the wind.

Off Mt "Edgecomb" & "Sitka" Island (11)

Monday May 28th 1860

First part weather foggy, with a light S.E. breeze steering N.W. Shortened sail at sunset, & set quarter watches. Middle part weather pleasant with a light westerly wind. standing quarter watches. Latter part wind & weather the same, made sail. Spoke the Ship "Corinthian" of N. Bedford 22 months from home 1,000 Bbls, afterwards saw her lower for whales

Tuesday May 29th First part weather pleasant with light westerly winds. 4 P.M. off Mt "Edgecomb" 2 Canoes with Natives came alongside. 5 P.M. sent 2 Boats in shore for wood. Have seen plenty of Humpback & Finback Whales. At dusk shortened sail & set quarter watches. Middle & Latter parts weather foggy, with light varying winds; at daylight made sail, sounded twice during the day but found no bottom steering by the winds.

Wednesday May 30th First part weather foggy with light varying winds. 7 P.M. Spoke the Hamburg Barque, "Louisa" from Sitka this A.M. bound to some English port on the Coast. 1/2 past 7 P.M. lowered the Boats for Sperm Whales. but it came in thick fog & they did not have any luck. Steering by the wind heading S.S.W. Middle part weather foggy with a fine westerly wind. Lowered the Boats about daylight for Right Whales without success. Latter part wind the same weather pleasant. Lowered the Boats again for Right Whales. but with the same luck. $2756^{\circ} 42' N$

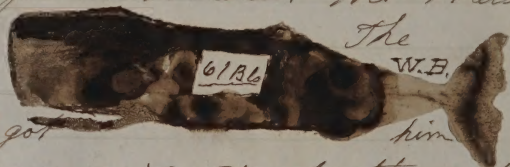
Thursday May 31st First part weather pleasant with light westerly winds. & sails & the land in sight. Have seen 2 of the above Ships lower for Whales but with what success I don't know. 1 of them is boiling & cutting. 7 P.M. lowered the Boats for Right Whales without success. the whales are very shy. 8 P.M. shortened sail, set quarter watches. Middle part wind & weather the same. Latter part light drizzly wind, weather foggy; at daylight made sail.

Cruising on the "Kogia" Grounds

Friday June 1st 1860

First part weather foggy with light southerly winds at 7 P.M. shortened sail & set quarter watches. Middle part weather the same with a fine breeze from the Southward & Westward. 3 A.M. made sail. Latter part light westerly winds & pleasant weather. 6 A.M. lowered 3 Boats for Right Whales. The Waist Boat went on & the Boat steerer started but being too far off did not reach him. Came aboard; Broke out Fresh water. Ho 27 55° 53' N

Saturday June 2nd First part weather pleasant with light westerly winds, the land & 3 sail in sight. 1 P.M. spoke the Barque "Tempest" Fish. of New London. 2 Whales this season. & was boiling one of them. she reports Barque "Farneslane" 2 Whales & Ship "Jefferson" 2 Whales. this season. 1/2 past 3 P.M. lowered the Boats for Sperm Whales. the Waist Boat went on & fastened. Starboard Boat struck & help kill the same Whale got him alongside at 6 P.M. & shortened sail, & set the watches. Middle part wind & weather the same. Commenced cutting in. Latter part wind the same weather foggy. finished cutting in & made sail.



Sunday June 3rd First part weather foggy with light westerly winds. all hands employed in boiling the Case & getting ready for boiling. Middle & Latter parts wind & weather the same. employed boiling. standing by watches (6 hours on deck & 6 below) Steering by the wind.

Monday June 4th First part weather foggy with light westerly winds. Saw one Right Whale. Employed boiling. 9 P.M. coiled down the works. This whale is what is called a large Sperm Whale but he is an old Customer & will not make a great deal. Middle & Latter part wind & weather the same. 7 A.M. started the works. 10 A.M. hauled Main Royal & the T. Gallant sails. 11 A.M. hauled for Right Whale without success. At meridian double reefed the Topsails. Ho 27 56° 12' N

Off Mt "Edgcomb" & "Sitka" Island.

(3)

Tuesday June 5th 1860

First part weather pleasant with a fine westerly wind. & P.M. spoke ship "Jefferson" hunting 1 of Sag Harbour & whale this season, in sight to windward the Barque "Emmerald" Pierce; of New Bedford; cutting a Right Whale. 6 P.M. lowered 2 Boats for Right Whale without success. Coiled down the works & set sea watches. Ship heading S, Middle & Latter parts wind & weather the same. 3 a.m. made sail. 10 a.m. danded Main Top Gallant sail.

Wednesday June 6th. First part pleasant weather & fine westerly winds. 1 P.M. set Main Top Gallant sail. 2 P.M. lowered Starboard & Waist Boats for Right Whales, without success. The land & 4 sails in sight. employed boiling fat lean. 2 P.M. shortened sail. set quarter watches. Middle & Latter part wind & weather the same. 3 a.m. made sail 7 a.m. spoke Barque "Tempest" & "Fish" of New London has taken nothing since we last saw her, steering by the wind.

Thursday June 7th First part a fine westerly wind & pleasant weather. 1 P.M. passed the Barque "Tempest". she had 3 Boats down chasing whales. Broke out beef & Pork 2 P.M. lowered 3 Boats for Right Whales, with our old luck, & sails & the land in sight. 1 P.M. shortened sail & set quarter watches. Heading S.S.W. Middle & Latter part wind & weather the same. 3 a.m. made sail & stood onshore. 12 a.m. kept off N.E. by 275° & $1' N$

Friday June 8th First part pleasant weather with fine westerly winds & P.M. lowered lowered the Boats for 2 Right Whales without any better success. 7 P.M. shortened sail & set quarter watches. Middle & Latter parts weather the same wind from the same quarter but increasing. at 3 a.m. made sail 1 a.m. danded Main Top Gallant sail. 10 a.m. reefed Mizzen Top sail. Steering by the wind.

Cruising on the "Kodiac Grounds"

Saturday June 9th 1860

First part weather pleasant with strong Westerly winds 1 P.M. double reefed the Topsails; danded the Courses & Flying Lib. 7 P.M. set quarter watches. Steering by the wind heading S.S.W. Middle & Latter parts weather the same, with strong N.W. winds. 3 A.M. were ship. Steering by the wind heading North.

Sunday June 10th First part weather pleasant with a strong wind from W.N.W. 7 P.M. wind continuing to freshen double reefed Mizzen Topsail. Middle & Latter parts wind & weather the same. with a heavy sea running. 6 A.M. were around & stood in shore.

Monday June 11th First part weather pleasant no change in the wind. 2 P.M. saw the land bearing N (per Compass) 7 P.M. hauled aback in "Christians" Sound. & a Canoe with Natives came alongside, but had nothing to trade. While laying aback Capt Clark shot a Pinback Whale without effect. Were around & stood off shore, heading S.W. by S. set quarter watches. Middle & Latter parts weather the same. wind moderating. At 3 A.M. were around & stood in shore. 7 A.M. set the Courses & turned the reefs out of the Fore & Main Topsails & stood into "Christians" Sound. 11 A.M. while standing out spoke Ship "Abraham Barker" Steam, of New Bedford 1 Whale the season, 17, as tells the voyage, were ship & stood back in Company with her.

Tuesday June 12th First part weather pleasant with strong Westerly winds outside. 2 P.M. sent 1 Boat fishing. & 1 Boat in shore after woods. 1/2 past 6 P.M. Capt Stocum took leave of us. 8 P.M. standing out heading S.S.W. shortened sail & set quarter watches. Middle part brings no change in wind or weather. Latter part weather the same. wind more moderate from N.W. 8 A.M. saw a Ship to windward supposed to be the "Abraham Barker" Broke out foul water steering by the wind.

(5)

Off Mt Edgecomb & St. John Island,

Wednesday June 13th 1860

First part weather pleasant with brisk wind from N.W. 5 P.M. wore around. 7 P.M. shortened sail & set quarter watches, steering by the wind heading N by E. Middle part weather the same with a fine Westerly wind at 2 A.M. set Foresail & Lib. Latter part weather the same with light varying winds, all hands employed coopersing Beef & Pork & stowing down the Sperm Oil. Steering by the wind.

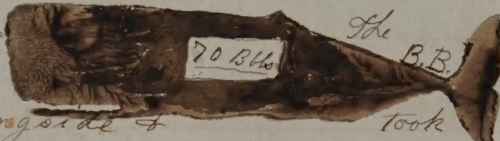
Thursday June 14th First part weather foggy with light varying winds 3 P.M. turned the reef out of the Fore Top sail. same time saw a ship on the weather bow & we think she had Boats down whaling. Employed stowing the Oil 7 P.M. landed Fore Top sail & Lib. set quarter watches. Middle part a fine breeze from the S.W. with rain. at 3 A.M. made sail. Latter part wind the same weather pleasant. 1/2 past 6 A.M. lowered for Right Whales. 1/2 past 8 A.M. lowered for a Siberian Whale. both times we had our usual good luck. 11 A.M. landed Main Top Ballant sail & single reefed the Mizzen Top sail.

Friday June 15th First part weather pleasant with a fine S.W. breeze. 3 P.M. spoke Barque "Emerald" Pierce; New Bedford 1 Whale this season. & lost 2. 7 P.M. 3 other sails in sight; one of them the Barque "Tempest" has had Boats down whaling. one of them past to a Whale all the afternoon but did not save him. shortened sail & set quarter watches steering by the wind heading N.W. by W. Middle & Latter parts wind the same weather equally & raining. 3 A.M. made sail. 5 A.M. kept off S.E. 1/2 past 6 A.M. saw a sail on the weather bow. 10 A.M. kept off N.W. same time landed Main Ballant sail.

Saturday June 16th First part weather pleasant, with a fine breeze from S.S.W. Have seen several Siberian Whales 7 P.M. Capt. Pierce from the Bark "Emerald" came aboard. shortened sail & set quarter watches. Middle part light varying winds with rain. Latter part calm weather pleasant. 3 A.M. made sail. steering by the wind;

16
Cruising on the "Kodiak" Grounds

Sunday June 17th 1860

First part weather pleasant with calms & light air. 1 P.M. Mt "Edge comb" bearing N.N.E. (per Compass) distant 10 miles lowered the Boat for Sperm Whales. the Bow Boat went on & fastened.  The Starboard & Waist struck & help got him alongside & took in sail at 3 P.M. 4 P.M. commenced cutting in. The Barque "Emerald" in sight, she don't whale Sundays but Sperm Whales were to much of a Temptation. & they lowered with good success. Middle part pleasant weather with a fine breeze from the Westward. 11 P.M. finished cutting the body & slacked the dead a stern set the watches. Latter part weather rainy with light S.E. winds 3 A.M. commenced cutting the dead. Finished & started the works at 1/2 past 8 A.M. remainder of the day all hands employed bailing the Case. made sail.

Monday June 18th First part light winds from the S.E. weather rainy. 3 P.M. 3 miles off shore. spoke Barque "Emerald" she took a large whale yesterday. 6 P.M. shortened sail & set Fog-watches. Middle part light wind from the Eastward weather rainy. 6 A.M. made sail. Latter part weather pleasant with a fine breeze from the West. 8 A.M. set Main & Gallant sail. Employed boiling. Steering by the wind.

Tuesday June 19th First part a fine breeze from West. & pleasant weather. 3 P.M. hauled Abain Top. Gallant sail & Migger. Top sail. steering to the Eastward. 6 P.M. the land in sight spoke the Barque "Emerald" Middle & Latter parts wind & weather the same. 9 P.M. cooled down the works & hauled the Fore Top sail. & Lobs & close reefed Main Top sail & set quarter watches. 5 A.M. made sail & started the works. 11 A.M. wore ship heading N.N.E.

Wednesday June 20th First part fine breeze from the West. pleasant weather. 4 P.M. cooled down the works & cleared up decks. Middle & Latter parts weather the same wind light from the West. Steering by the wind heading S.W.

Off Mt Edgecomb. & Mt Fairweather.

Thursday June 21st 1860

First part pleasant weather with calms & light air & P.M. kept off West. 1/2 past 4 P.M. lowered 2 Boats for a Right Whale. without success. 6 P.M. set Main Royal. 9 P.M. spoke Barque "Emerald" & set sea watches. Been employed cooping oil. Carpenter employed repairing the Boat she having been stove by the last whale. steering West. Middle part a fine breeze from the East. weather raining. Latter part calms & light air, weather pleasant. The Barque "Emerald" in sight to windward. steering N.W. Lat 56.35' N.

Friday June 22nd First part weather raining with a light wind from S.W. Middle part fine breeze from the West weather raining. Latter part a fine S.E. breeze, weather foggy with rain. 1 A.M. spoke Barque "J.L. Thompson" Cooshy; of New Bedford nothing this season reports having picked up 3 Ribback Whales that we killed on the California Coast last January. she found them 2 days after we lost them. 10 A.M. spoke Barque "Isabella" Tucker; of New Bedford 11 months from home 1 Humpback whale. danded Main Royal. Fore & Mizzzen Top Ballant sail.

Saturday June 23rd First part a brisk breeze from the S.E. weather foggy with rain 2 P.M. danded Main & Ballant sail. 3 P.M. spoke Ship "Covintian" — of New Bedford 2 Whales. cut them the 21st inst. 1/2 past 3 P.M. double reefed the Topsails. & danded the Fly S'l & Mainsail. 7 P.M. danded Fore & Mizzzen Topsails & Aft & abse reefed Main Topsail. & set quarter watches. Middle part weather the same, with light winds from the S.E. standing quarter watches. 3 A.M. made sail. Latter part pleasant weather with light westerly winds. 9 A.M. Mt Fairweather in sight bearing N. (per Compass)

Sunday June 24th First & Middle part light westerly winds & pleasant weather 7 P.M. 5 sails in sight 1 of them boiling. shortened sail. set quarter watches. 3 A.M. made sail. Latter part weather same, with light varying airs. 10 A.M. spoken ship "Aulien" Vinegar; of N. Bedford. 2 Whales & suak 2. We lowered twice for Right Whale without success. Employed steaming oil.

Lat 51.59' N

Cruising on the "Kodiak Grounds"

Monday June 25th 1860

First part weather rainy, with a fine breeze from E. S. E. 7 P.M. spoke Ship "Jefferson" Hunting, of Sag Harbor in company with Ship "Julien" the "Jefferson" has had 4 Bluto fast to a Right Whale all day but did not save him. The land 46 sails in sight. 2 of them boiling have seen them all lower for whales. 1/2 past 9 P.M. shortened sail in company with the above ships. Middle part a fine breeze from S.W. weather foggy, with rain. 11 P.M. Capt Clark returned from the "Jefferson" & reports, that Capt Hunting of the "J—" was injured by the whale they struck to day. they think his leg is broken. no one else was hurt. Latter part weather foggy, with calm & light winds from the West. 5 A.M. made sail. this A.M. lowered for Right Whales without success.

Tuesday June 26th First part weather foggy most of the time. with light winds from the West. lowered for Right Whales with our general good luck. 2 sails in sight 1/2 past 9 P.M. shortened sail & set quarter watches ship heading S. Middle & Latter part weather most of the time pleasant, wind the same. 7 A.M. made sail.

Wednesday June 27th First part a strong breeze from the West, weather pleasant. 5 P.M. danded the Top Gallant sail. 7 P.M. shortened sail & set quarter watches. heading S.S.W. Middle & Latter parts. a fine breeze from the West weather most of the time foggy. 3 A.M. made sail. 12 A.M. 2 sails in sight one of them the Hawaiian Barque "Harmony" of Kelly & of Honolulu, I.C. is cutting a Whale lowered for Right Whales once. with our usual good luck.

Lat. 57° 58' N

Thursday June 28th First part a fine breeze from the West. weather foggy. Lowered for Right Whales with our usual good luck. 7 P.M. Shortened sail. set quarter watches Middle & Latter parts fine westerly winds, weather cloudy. 3 A.M. made sail. 1/2 past 11 A.M. lowered the Right Whales the Bow Boat fastened after running to windward out sight of the boat they cut. it being so rugged that it cut the boat a leaking.

Off Mt "Fairweather"

Friday June 29th 1860

First part fine westerly winds & cloudy weather. 2 P.M. the Boat came aboard, got dinner & covered again the Starboard Boat dived at a Dolphin Bottom Whal. 3 sails in sight one the Ship "Julien" of N. Bedford. Has killed a whale & he sunk just as they were getting ready to take him alongside. Hard luck, poor fellows! 1 P.M. shortened sail, set quarter watches Middle & latter part wind the same, weather pleasant. 3 A.M. made sail. Latter part wind & weather the same. Took the Bow Boat in on deck for repairs. 1 Barque in sight.. supposed to be the "Harmony" of Honolulu S.P.

Long, 139° 50' W.

Saturday June 30th First part a light breeze from S.W. weather pleasant. Carpenter repairing Bow Boat 1 P.M. shortened sail & set quarter watches. Heading, S. Middle & Latter part wind & weather the same 3 A.M. made sail, in sight at the time a Barque supposed to be the "Isabella": tuckers of N. Bedford. 6 A.M. left off N.N.E. Booke out Beef & Pork. 11 A.M. spoke Hawaiian Barque "Harmony" Kelly's of Honolulu Cal. 1 whale the season.

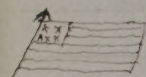
Sunday July 1st First part; weather pleasant. with a fine breeze from the West. 2 P.M. spoke & named Ship "Jefferson". of Sag Harbour; & Barque "Harmony" of Honolulu, at the same time Ship "Cynthia" Lewis' of New Bedford: spoke the "Jefferson": she has taken nothing since we last saw her. 1 P.M. shortened sail & set the quarter watches. Middle & Latter part a fine breeze from the Westward, weather pleasant. at 3 A.M. made sail. sent down the Mitten Top Gallant sail. Carpenter employed repairing the Bow Boat. Storing by the wind. Long 138° 50' W. Lat 38° 22' N

Monday July 2nd First part; weather pleasant wind light from W.S.W. 1 P.M. set sea watches; Middle & Latter part weather the same. with a fine breeze from the West. 11 P.M. set the Fore & Gallant sail. 1/2 past 4 A.M. danded. it again Storing by the wind heading S.W. by S. Have lowered once for Right Whale without success. 6 sails in sight. Lat 51° 16' North.

Cruising on the "Kodiac" Grounds

Tuesday July the 3rd 1860

First & Middle part light westerly winds & pleasant weather. 4 P.M. wore around & stood to the Northward & Westward. We killed our last "Yankee Pig", weight when dropped 22 & lbs. Scatter part weather the same with calms & light airs. steering by the wind, heading N.N.W. Long. 141° 14' W. Lat. 58° 07' N.



4th of July 1860



I hope that you folks at home have passed a pleasant one; the first part of ours we had light Easterly winds & calms. 1 P.M. we set our new signal a black flag with the Skull & Bones in the center. We celebrated the day by singing & dancing accompanied by music from the "Ocean's Minstrels Leewardville Band". 4 P.M. fired a National salute of 13 Guns (Pistols). 1/2 past 2 P.M. set Main Royal, steering W. 6 sails in sight, also the "St Elias" bearing N per Compass distant about 102 miles. Bill of Fare: for dinner. Fresh Sea Pie; Desert Mince Pie; for supper. Roast Pork & potatoes. Middle part a fine breeze from the Southward & Eastward, with thick fog. Scatter part wind the same, weather pleasant. steering W by S. Carpenter employed making a pair of Trestle Tools for the Mizzen Topmast. steering W by S.

Thursday July 5th First part, weather pleasant with a fine breeze from the East. Have seen several Hump-back Whales; 1 sail steering West. Middle part weather the same, wind from the same quarter, & steadily increasing; 10 P.M. hauled Main Royal & Libs, 4, & hauled Fore & Gallant sail. 6 A.M. hauled Main Top Gallant sail, Mizzen Top sail, & the Cousses; 9 A.M. the Fore Top sail split, clewed it up, repaired & furled it. Latter part blowing heavy from the E, weather foggy. 8 A.M. also reefed Main Top sail, & luffed to the wind heading N.N.W. with a heavy sea running.

Off "Cooks Inlet"

Friday July 6th 1860

Blowing heavy from the East with foggy weather all these 24 hours. 6 P.M. wore ship heading S.E. by S. 7 P.M. set quarter watches 6 A.M. wore ship heading N.W. 1/2 W. the watch employed scraping decks.

Saturday July 7th First part wind more moderate from N.E. wore ship heading S.E. 1/2 E weather foggy with rain. Broke out bread 7 P.M. set quarter watches. Middle part light Easterly winds. weather foggy 3 A.M. made sail. Latter part a brisk breeze from N.E. weather the same. 7 A.M. danded Main & Gallant sail. 10 A.M. spoke & gamed Barque "Isabella" Tucker of New Bedford. has taken nothing since we last saw her, same time. danded Fly Jib & Main sail & double reefed the Topsail.

Sunday July 8th First part weather foggy with strong winds from the N.E. 1 P.M. wore ship heading E.S.E. 2 P.M. danded Fore Topsail & Fore sail. 4 P.M. danded Mizzen Topsail & set quarter watches. Middle part light wind from N.E. weather the same. 6 A.M. made sail. Latter part calms & light airs 7 A.M. saw the land bearing N.N.W. (per compass) Barque "Isabella" in sight.

Monday July 9th First part calms & light airs weather most of the time foggy. 6 P.M. gamed Barque "Isabella" they have been chasing Hump-back Whales without success. 9 P.M. danded Main & Gallant sail & set quarter watches. Middle part light Westerly winds & pleasant weather. 3 A.M. made sail, wore ship & stood in for "Codfish Bay". Latter part a fine breeze from the W. weather the same. set Fore Top Gallant sail & Main Royal. Broke out Beef & Pork. 12 A.M. in the mouth of the Bay. Capt Clark is going in here to get wood.

Lying at an anchor in "Codfish Bay"

Tuesday July 10th 1860.

First part light baffling winds. Ship working up the Bay. 3 P.M. lowered Starboard Boat for Hump-back Whales without success. 1/2 past 4 P.M. lowered all 4 Boats to tow the Ship in leaving 8 hands to furl all sail. 10 P.M. came to an anchor in 31 fathoms of water & called the Boats aboard. Bark "Isabella" in sight during the day. Middle part lying to our anchor 6 A.M. called all hands & got the Boats ready for working. Latter part the Boats employed getting off wood from Shore.

Wednesday July 11th First part employed getting off wood from Shore. at dark have got off 8 Boat loads & some spars, set anchor watches. Middle part lying to our anchor 4 A.M. made sail. & hove short. Latter part weather pleasant wind light 10 A.M. took our anchor & hooked on 4 Boats & towed for a while but making no headway dropped the Kedge Anchor.

Thursday July 12th First part lying to our Kedge all sail out. 2 P.M. Capt Clark took a Boat & went up the Bay on a cruise. 10 P.M. no signs of the Boat, we began to be anxious. Having seen a fire a shore we pulled in & found one of the Boats Crew. (Lundham) He reported that the rest of them were 5 or 6 miles up the Bay, the boat had got a drift & Lundham had footed down to signalize the Ship. We took him in starboard for the rest. We found them all safe. But they had been worried about Trip the Boatsteerer, who had started off on a raft of logs after the Boat. but he lost command of it having got chilled through, but he drifted ashore some 3 miles below where he started from. We found the Boat about 4 miles off high & dry on an Island but uninjured. Got back to the Ship at 2 A.M. the Mate (Mr Buontorn) had her underweigh. But the wind being ahead & light we dropped the Kedge again. 3 A.M. hove up again, 8 A.M. all 4 Boats towing.

Long 150° — ' W. Lat 59° 30' N.

Cruising off "Cook's" Inlet.

Friday July 13th 1860

First part. weather pleasant Ship beating out of the Bay. 7 P.M. a thick fog set in dropped the Kedg. & danded all sail & set anchor watches. Middle part lying to our Kedg. Latter part a light wind 10 A.M. made all sail & hove up our anchor.

Saturday July 14th First ~~part~~ weather pleasant. 1 P.M. becalmed close inshore. Looked on the Boats & towed her around; 2 P.M. a light Westerly wind. 5 P.M. off the Heads bound out 6 P.M. got the anchors on the Bow. Stowed the cables. Shortened sail & set quarter watches. Middle & Latter parts. a fine Westerly wind. weather pleasant. 5 A.M. made sail.

Sunday July 15th First part a fine breeze from the West. weather pleasant. 2 P.M. set Main Top Gallant sail & Fly Lib. 7 P.M. set sea watches. Middle & Latter parts wind & weather the same. The Carpenter employed making a new Bearer. 9 A.M. hauled Main Top Gallant sail. Lat. $22^{\circ} 58' 17''$ North

Monday July 16th First part pleasant weather with fine Westerly winds. 1 P.M. set Main Top Gallant sail & lowered Boarded Boat to fish but found no bottom 7 P.M. the Island of "Hermogene" in sight bearing W. (per Compass) distant about 15 miles, shortened sail & set quarter watches. Middle part wind & weather the same. 3 A.M. made sail. Latter part weather the same, wind from the same quarter but increasing, double reefed the topsails. Hauled Libs & Main sail. Steering by the wind

Tuesday July 17th; First part, fine Westerly wind & pleasant weather. 1 P.M. kept off C.N.E. Turned the rop out of the Main Topsails & set Main & Gallant sail & Libs. 7 P.M. shortened sail & set quarter watches Middle & Latter parts. weather the same wind light from the West 1 A.M. hauled aback there being a number of Humpbacks in sight. 3 A.M. made sail & kept off N.E. The watch employed in hauling down Mizen Top Gallant gear. & Top Gallant Mast.

Cruising off "Cook's Inlet"

Wednesday July 18th 1860

First part pleasant weather & light Westerly wind. The watch employed in fitting a new pair of Mizzen Topmast Trestle-Bees & setting up Topmast rigging. 7 P.M. the land in sight steering N.E. Lowered Bow Boat & struck a Bone Shark but the Iron drew as soon as he couched. Middle & Latter parts wind & weather the same. 10 P.M. hoisted the Top Gallant sail & Fly-Git. 2 A.M. set them again & A.M. lowered Starboard & Waist Boats for some Humpbacks without success. The Watch employed in getting out fresh water & send up Mizzen Top Gallant Mast & Top Gallant yard & setting up Top Gallant rigging. 2 A.M. saw a Steamer supposed to be a Russian Man-of-War steering to the Northward & Eastward Lat. $59^{\circ} 08' N$.

Thursday July 19th First part calms & light airs & pleasant weather. 3 P.M. the Capt. lowered & struck a Bone Shark but the Iron drew. Sent down the Fore Topsail & bent another one. 7 P.M. shortened sail & set quarter watches. Middle & Latter parts wind & weather the same. 3 A.M. made sail. The watch employed in ship's duty. Lat. $59^{\circ} 09' N$.

Friday July 20th: First part weather pleasant, with a light breeze from the West. 6 P.M. lowered Starboard & Waist Boats for Humpbacks without success. Steering N.N.E. Middle & Latter part becalmed in sight of the land. weather the same. 5 A.M. saw a Basque to the S.W. Carpenter employed making a Baby Hatch.

Saturday July 21st: First & Middle parts pleasant weather. & light Easterly winds. & calms. steering by the wind heading N.N.W. Course N.N.E. 9 P.M. hoisted Top Gallant sail. 3 A.M. set them again. Latter part wind & weather the same. 11 A.M. saw something that looked like a dead Whale. Lowered Starboard Boat for it.

Cruising off "Boat Island"

Sunday July 22nd 1860

First part calm & light air, weather pleasant. 1 P.M. the Boat having a signal set hoisted all the Boat is moved to be a dead hump-back & having but little blubber on they brought it aboard in the Boat 3 P.M. the Starboard Boat struck 2 Bone Shark the first one stove the Boat & cut a gash over the Bowmans eye. Course N. by E. Middle part calm & light air from the East with thick fog. 3 A.M. set Main Top Gallant sail. steering E. N. E. 1/2 past 6 A.M. started the works. Latter part weather clear with a light breeze from the S.W.

Monday July 23rd: First part, a light breeze from the S.W. weather foggy. 4 P.M. finished boiling & cleared up decks the Whale made about 16 blbs. 7 P.M. shortened sail & set quarter watches. Middle & Latter part. light winds varying from S. to N.W. weather most of the time foggy. 3 A.M. made sail. 9 A.M. set Fore Top Gallant sail. The Carpenter busy finishing the Booby Hatch.

Tuesday July 24th: First part. wind light from N.E. weather foggy. 1/2 past 6 P.M. shortened sail & set quarter watches. Middle & Latter part wind & weather the same. at Sunrise made sail. 7 A.M. kept off West. 12 A.M. turned Starboard & Waist Boats for Hampebacks without success. The land in sight.

Wednesday July 25th: First part. wind light from N.E. weather most of the time foggy. 7 P.M. shortened sail & set quarter watches & luffed to the wind. heading S. with the Fore Top sail aback. Middle & Latter part calm & light air. weather foggy. 5 A.M. made sail. 12 A.M. kept off East.

Lat. 59° 09' N,

Thursday July 26th: First part: a light breeze from the South. weather foggy. 7 P.M. set Main Royal. steering E. by N. 1/2 N. set sea watches. Middle & Latter part wind & weather the same. watch employed in breaking out fresh water & scraping decks.

Bound to the "Kamtshatka" Sea

Friday July 27th 1860

First part: light wind from the South. weather pleasant. 1 P.M. shortened sail. set quarter watches: steering S. sounded & found no bottom. Middle & Latter parts weather the same. with a fine breeze from the same quarter. 11 P.M. luffed to the wind heading S.E. with the Fore Topsail aback. 3 A.M. made sail & kept off N.W.E.

Saturday July 28th: First part. a fine breeze from the South. weather pleasant. steering North. 2 P.M. "Rose" Island in sight bearing N.W.E. (per Compass) distant about 10 miles. shortened sail. & set quarter watches. Middle part. wind & weather the same. 12 P.M. hauled aback. the heavy yards. 3 A.M. made sail. 7 A.M. wore ship & stood to the Southward & Eastward. Latter part weather the same. with a fine breeze from the S.W. Stearing by the wind.

Sunday July 29th: First part a fine breeze from the Southward & Westward weather pleasant. Have seen several Humpbacks. The land in sight. 1 P.M. set sea watches. Middle part wind & weather the same. Latter part calms & light airs. from the Southward. Stearing to the West. 10 A.M. set Main Royal. Broke out Fibers.

Monday July 30th: First part: calms & light air from the Southward. weather pleasant. steering W.S.W. Middle part. wind & weather the same. Latter part weather the same. wind increasing from the East. hauled Main Royal. Top Gallant Sails. & Mizen Top-sail. & double reefed Fore & Main & spinnels. Stearing W by S & W. 12 A.M. luffed to the wind heading S.S.E.

Bound to the "Kamtokaika." Sea

Tuesday July 31st 1860

First part. strong wind from East. weather pleasant about 4 P.M. the wind suddenly shifted to the S.W. 7 P.M. wind light from the South, made all sail steering by the wind, heading W. S. W. Course South. Middle part. weather foggy with strong winds from the same quarter. Danded the Top Gallant sails. Latter part wind more moderate set Top Gallant sails. weather pleasant. 6 A.M. spoke Barque "Isabella". Tucker: of N Bedford has struck 4 Humpbacks & saved 2 since we last saw her has had one death on board. also reports Ship "Jefferson" having taken 1 Humpback & that the Ship "Good Return" has been ashore on "Rose Island" but she got her off with no damage done. 8 A.M. lowered Seaboard Boat for Humpbacks without success. the land in sight.

Wednesday August 1st: First part. a fine breeze from the Southwester. weather pleasant. 7 P.M. Ship "Jefferson" in sight to leeward. Middle part wind the same, weather foggy. danded the Top Gallant sails & Fly Jib. 4 A.M. wind more moderate set them again. Latter part weather the same. with rain. & a brisk breeze from E. S. E. sounded & found no bottom. Steering by the wind. the land in sight! to the S. S. W.

Thursday August 2nd: First part a brisk breeze from E. S. E. weather foggy with rain. 2 P.M. danded Top Gallant sails & Fly Jib. sounded & found no bottom. 7 P.M. wind light from the S. set quarter watches. Middle part weather the same. with calms & light southerly winds. 3 A.M. made sail. Latter part wind the same, weather pleasant. 6 A.M. lowered Seaboard Boat for Humpbacks without success. Broke out Beef & Pork. the land in sight. Steering by the wind head E. S. E.

Bound to the Kamtskatka Sea

Friday August 3rd 1860

First & Middle part calms & light varying air weather pleasant. 1 P.M. heading E.S.E. Course S. by W. set sea watches. The land in sight. Latter part. wind & weather the same. set Main Royal. Hermogere Island in sight.

Saturday August 4th First & Middle parts light varying air & calms; weather pleasant; 1 P.M. hauled Main Royal & hauled up the Cruises & set quarter watches. Latter part a light breeze from the Eastward. weather the same. Steering to the Southward & Westward. Lowered Leeward Boat & caught several Cod fish, perhaps you folks at home would not mind having a breeze for supper. The land in sight. 12 A.M. heading W.S.W. set sea watches.

Sunday August 5th First part a light breeze from the Eastward, weather pleasant. 1 P.M. a dead calm. set sea watches. Middle part weather the same. with a fine breeze from the Southward & Westward. Steering by the wind. hauled Main Royal. Latter part. weather the same with calms & light air.

Monday August 6th First part. calms & light air weather pleasant. set Main Royal. repaired Mizzen Top Gallant sail. & bent it. 1 P.M. set sea watches. Middle & Latter parts. weather most of the time pleasant with calms & light Westly air. Steering by the wind.

Tuesday August 7th First part weather pleasant with a light breeze from the Northward. Steering S.W. & W.S.W. Middle & Latter parts. weather the same with calms & light winds varying from N.W. to S.S.W. Steering S.W. by W. 2 Years ago to day we sailed from New Haven. it hardly seems. 6 months. I hope next year at this time I will be there again. Lowered Leeward Boat for Humpbacks without success.

Bound to the "Kamtschatka" Sea.

(29)

Wednesday August 8th 1860

First part a light Easterly breeze. Steering S.S.W. weather pleasant. Carpenter employed making a new Fore Topmast Stunsaile Boom. Middle part a brisk breeze from the Northward. steering S. 10. P.M. hauled the Royal: Fore & Mizzen Top Gallant sails. 12. P.M. wind increasing with squalls of rain & wind shortened sail to double reefed Fore & Main Topsail & luffed to the wind heading S.E. 3. A.M. wind more moderate. made sail & kept off S.W. Latter part weather foggy. wind squally from the Eastward & increasing. hauled Top Gallant sails; the Lib & double reefed the Fore & Mizzen Topsails. while taking in Fly-Lib. parted the Mastingsales. Steering S.S.W.

Thursday August 9th: First part. brisk breeze from the South weather pleasant. double reefed Main Top-sail & repaired the Lib Mastingsales. Steering by the wind heading S.W. by W. Middle part wind & weather the same. Latter part wind moderating made sail. weather most of the time cloudy.

Friday August 10th: First part calms & light air weather pleasant. steering S. by W. a heavy swell running. repaired the Fly-Lib Mastingsale. Middle part. brisk winds from the West with squalls. weather the same. 8 P.M. hauled the Royal: Top Gallant sails. & double reefed Fore & Mizzen Topsails. 10. P.M. wind moderating turned the reef out & set Main Top Gallant sail. Latter part wind & weather the same. Steering by the wind

Saturday August 11th: First part a brisk breeze from the West. with squalls. weather pleasant. hauled Main Top Gallant sail. Middle & Latter parts. wind weather the same. 5. A.M. set Main Top Gallant sail

Sunday. August 12th: First part weather foggy. wind more moderate from the West. Middle part a fine breeze from the West. weather pleasant. Latter part. Calms & light air weather most of the time pleasant. Set Fore & Mizzen Top Gallant sails. Steering by the wind. heading to the Southward.

30 Bound to the "Kamtokatska" Sea

Monday August 13th 1860

First part, calms & light airs, weather pleasant. Middle part light Southerly winds & calms. weather foggy. Steering W. by S. Latter part, a light Easterly breeze. weather cloudy. sent the Fore Topmast Stun sail. Booms aloft bent Stun'sail & set it. Steering S.W. by W.

Tuesday August 14th: First part, a light Easterly breeze. weather foggy. Set Main Royal. Middle & Latter parts a light wind varying from E.N.E. to N. weather the same. Steering N. by S & W.

Wednesday August 15th: First part a light wind varying from E.N.E. to N. weather foggy. Captain Clark showed out the Sperm Whale teeth. Steering W. by N. Middle part calms & light airs. with a thick fog. Latter part wind the same. weather pleasant. The "Fox" Islands in sight, about 30 miles distant.

Thursday August 16th First part calms & light wind weather pleasant. Steering, to the Northward & Westward 7 P.M. wind the same, with a thick fog. came to an anchor with the "Kedge" in 50 fathoms & landed all sail. Middle & Latter part a light North-Easterly wind. with fog part of the time $\frac{1}{2}$ past 3 A.M. got under weigh & stood in for the Straits of "Onemack", which is the most Eastern passage into the "Kamtokatska" Sea it being between the Island of "Chalaski" and the Island of "Onemack" from which it derives its name. The Straits are 15 miles wide. Onemack Island, lies in the Long of $168^{\circ} 50' W$. Lat $54^{\circ} 13' N$ 9 A.M. in the mouth of the Straits the wind hauling ahead kept off & tried to go around to the Northward of the Island. but the wind left us entirely & we dropped the Kedge for the 3rd time. (having anchored before at 6 A.M. on account of fog). Having a strong current sweeping in shore. we bent the big Cable & got the Starboard anchor off the Bows in case of need. Latter part lying to our Kedges. we have got a number of Indians aboard trading.

Bound to "St Paul" Island; "Kamtokakka" Sea

Friday August 17th 1860

First part pleasant weather. Lying to our "Kedge" 6 P.M. got underweigh. 7 P.M. a light S.W. breeze working off shore. Middle & Scatter parts calms & light winds varying from W. to N. weather most of the time foggy. Ship working through the Straits, until 1 A.M. when there being a strong current against us & no wind came to an anchor. 12 A.M. the current in our favour & a light breeze. got underweigh.

Saturday August 18th: First part. a light Easterly breeze. weather pleasant. Ship working through the Straits. 2 P.M. a dip in sight bearing N.W. 1 P.M. a thick fog. came to an anchor just inside the "Kamtokakka" Sea in 45 fathoms. Middle part lying to our Kedge. weather foggy & calm. Scatter part a light breeze from the Northward. weather pleasant. 10 A.M. got underweigh. Lat. 54° 34' N.

Sunday August 19th First part. a light breeze from the Northward. weather pleasant. 4 P.M. Capt Clark lowered & struck & saved a large fur seal. Stowed the Anchors & Chains. Middle part a fine Westerly wind weather pleasant. 12 P.M. hauled Fore & Mizzen Top Gallant sails. 5 A.M. set Fore Top Gallant sail. Steering N.W. Scatter part. weather foggy. with a fine breeze from the S.W. Steering N.W. by W. Boke out Beef & Pork & Bread & Water.

Monday August 20th First part. a fine breeze from the S.W. weather foggy. Steering N.W. by W. Middle part a fine breeze from W.N.W. weather the same. steering by the wind. heading N. 12 P.M. hauled the Top Gallant sails & Fly Lib. at daylight set them again. 6 A.M. wore ship & stood the Southward & Westward. Scatter part a fine breeze from N.W. with squalls. weather pleasant.

Tuesday August 21st: First part. brisk wind from the Northward. 4 P.M. hauled the Top Gallant sails. Middle part wind the same. weather squally. double reefed Fore & Mizzen Top sails. Scatter part weather the same wind more moderate turned the reef out & set Main Top Gallant sail & Fly Lib. Steering by the wind working to the Northward.

Cruising off St Paul's Island.

Wednesday August 22nd 1860

First part a brisk breeze from N. N. W. weather foggy. Handed Main Top Gallant sail & Fly. Sent down the Main Spencer Saff. & stowed it below as we do not carry a Spencer. 1 P.M. shortened sail set quarter watches. Middle part strong winds from the Northward weather the same. Latter part light winds varying from N.W. to N. weather pleasant. Steering by the wind.

Thursday August 23rd First part light winds varying from N.W. to N. weather foggy. Spoke & gained Barge "Tempest" Fish of W. London: 3 Whales & 1 Killer the season making about 500 blb. 5 P.M. got up the Kedge & chain ready for use, as we do not wish to drift to the Eastward. Middle part light Easterly winds. weather, rainy. steering N.W. 11 P.M. parted company with the Barge. Latter part wind light & varying from N.E. to S. weather pleasant. Steering to the Northward & Westward.

Lat 57° 50' N.

Friday August 24th: First part weather pleasant with light winds varying from N.E. to S. Lowered twice for Right Whales without success, in the first case the Capt galloped them with the Ship & the last time the mate pulled over their wake. These are the first Right Whales we have seen since the 22nd of July. 6 P.M. shortened sail in company with the "Tempest" set quarter watches. Middle part a brisk breeze from N.E. weather foggy. 4 A.M. made sail. Sounded & fowed bottom at 32 fathoms. Latter part wind increasing from the North double reefed the Topsails. Sent in the Jib & bent a new one. Sail in sight. Steering by the wind.

Saturday August 25th First part weather foggy & wind still increasing from the Northward & Westward. Handed Fore & Mizzen Topsail & Main-sail. Have seen several Right Whales. Lowered Starboard Boat for them to rough. Spoke French Whale Ship "Caulaincourt" of Haver. 9 mos out. 1 Whale. 7 P.M. set quarter watches. Middle & Latter part the gale still continue from the same quarter. Set Fore Topsail. Sail in sight to windward of St Paul's Island to leeward.

Cruising off St Pauls Island.

Sunday August 26th /60

First part blowing strong from the Northward & Westward weather dry, but cloudy. 5 P.M. set the Lib. Main sail & Spanker. so as to weather the Island after having drifted down upon it all day. 6 P.M. breakers in sight off deck. Capt Clark got scared. & wore ship & made out to get off clear of it. 8 P.M. set Mizzen Topsail. & set sea watches. Middle part no change in wind or weather ship working to windward. Latter part, weather pleasant, wind moderating, turned out the reefs.

Monday August 27th. First part. fine breeze from the Westward. weather pleasant. Set the Top Gallant sails 5 P.M. Spoke French "Caulaincourt" of Hure. 9 P.M. parted company with the "C — t". Middle part light Southerly & Westerly winds, weather the same. Latter part wind the same, weather foggy. Steering by the wind

Tuesday August 28th. First part: weather foggy. with light winds from the S.W. Ship "Caulaincourt" & Bark "Tempest" in sight. Sent in the Fore Topmast Staysail & beat it for a Mizzen. Middle part. a fine breeze from the same quarter. weather the same. Latter part. wind light from the same quarter. weather pleasant. Broke out fresh water. Unbent the Fore Staysail & stored it below. Have seen 1 sail. & any quantity of Finback & Sulphur Bottom Whales. Steering by the wire. Lat 57° 30' N

Wednesday. August 29th. First part. wind light from the Southward. with a light fog. 6 P.M. lowered Launch Boat. & Bombed a Finback but the Bomb exploded before reaching him. 7 P.M. shortened sail & set quarter watches. Middle part. calms & light Southerly airs. weather pleasant. 1/2 past 4 A.M. made sail. Latter part. a brisk breeze from E.N.E. Spoke & engaged Barque "Tempest". they have shot 2 Finbacks & saved one. Steering to the Southward & Westward. hauled Main & Gallant sail; Fly Lib. Main sail; Mizzen Topsail. & double reefed Fore & Main Topsail. 11 A.M. luffed to the wind heading North.

Cruising off "St Pauls" Island.

Thursday August 30th 1860

First part. Strong winds from E. N. E. weather foggy. Dressed Fore Top sail. - Lib & close reefed Main Top sail 7 P.M. the Barque "Tempest" in sight to windward. set quarter watches. Middle part no change in the weather, wind moderating & hauling to the Southward & Eastward 5 A.M. made sail. Scatter part weather wet & foggy wind light & varying from E. S. E. to S. S. E. Spoke & gamel. Barque "Tempest" she has been chasing Right Whales without success. Steering by the wind.

Friday August 31st First part. wind light from the S. E. weather foggy & wet. 1 P.M. turned the ship out of the Top sails. 5 P.M. shortened sail in company with the "Tempest" 7 P.M. set quarter watches. Middle part. calm. weather the same. 5 A.M. made sail. Scatter part pleasant weather, with a fine S.W. wind the French Ship "Caulaincourt" & Barque "Tempest" in sight the Barque took a Right Whale this A.M. 12 A.M. lowered all the Boats for Right Whales. without success. Steering by the wind.

Saturday September 1st First part. a fine S.W. breeze weather pleasant. 4 P.M. lowered all the Boats for a Right Whale. the Bear Boat went on & fastened. The Starboard Boat fastened to the same whale. The Mate Mr Burradam got into the Starboard Boat to Bomb the whale. 8 P.M. it being dark & the Starboard getting upset they cut & came aboard. & shortened sail & set quarter watches. The same along side in the Starboard Boat. & cursed the Capt for not hoisting him up first. Capt Clark supposed he was in his own boat which he had hoisted first. This caused some hard words to pass between them. & the Captain told the mate that he was make no longer but they afterwards settled it. & he still holds his office Middle & Scatter part. a brisk breeze from the S. E. 12 A.M. lowered 3 Boats for Right Whales without success. Set the Mizzen Top sail & Main sail. Steering by the wind.

Cruising off St Pauls Island

(25)

Sunday September 2nd / 1860

First part a brisk breeze from the S.E. weather foggy
1 P.M. Gained French Ship "Caulaincourt" 4 1/2 P.M.
Spoke & gained Barque "J. L. Thompson" "Crosby"
of N Bedford in company with the "Tempest" the
"Tempest" sunk the whale they killed yesterday. & anchored
beside him but lost their anchor & chain & are now
laying off & on waiting for him to rise. The "J. L. T."
has taken one whale this season & struck another by
which they lost a Boatstewer. all of the "Kodiac Fleet"
are here. & most of them have sunk whales. Middle
part. Strong winds from the same quarter. with squalls
weather the same. 5 A.M. hauled the Mainsail.
Leatter part. weather the same, wind more moderate
set the Mainsail. & turned one reef out of the Fore
& Main Topsails. Steering by the wind.

Monday Sept 3rd First part. light S.E. wind.
weather foggy. 6 P.M. shortened sail & set quarter
watches. while taking in sail the Fore Topsail Post
ropes & Main Topsail - deck fasted no one hurt
Middle part a light Easterly wind. weather the same.
Leatter part no change in the weather a fine breeze
from the Northward & Westward: Hauled the Mainsail
12 A.M. wind moderating set again. Long 111° 40' W.

Lat 58° 30' N

Tuesday Sept 4th: First part: a brisk breeze from the South-
ward & Westward. weather squally & raining 1 P.M. turned the
reef out of the Topsails. 2 P.M. wind increasing double reefed
again 3 P.M. lowered the Boats. for Right Whales. 4 P.M.
fastened the Lib. Stays. sent it down. & sent up another
one. 5 P.M. Barque "Tempest" in sight to windward at
an anchor beside their Whales. also Barque J. L. Thomp-
son & Ship "Caulaincourt." & 2 sails to leeward. set
quarter watches. Middle & Leatter part weather pleasant
with a fine breeze from the Southward & Westward 5 A.M.
made sail. 9 A.M. spoke Barque "J. L. Thompson"
& got 2 barrels of Molasses we being out. the "Tempest"
in sight getting underweigh. & 2 other sails. sent down
the Mainsail & sent another one. Steering by the
wind

Cruising off St Paul's Island

Wednesday Sept 5th / 60

First part a brisk breeze from the S.E. weather foggy. 1 P.M. lowered a boat for a cask thinking that it was a buoy to the "Tempest" whale, but found nothing but an anchor attached. 2 P.M. reefed the Topsails & hauled the Courses. 3 P.M. spoke the "Tempest" cutting in their whale. 6 P.M. hauled Fore & Mizzen Topsails & close reefed the Main Topsail. Set quarter watches. Middle part blowing heavy from the S.E. with squalls, weather foggy. 2 A.M. the Mizzen Staysail split, the halgards having parted. Latter part wind moderating & hauling to the Southward, weather pleasant. Set the Fore & Mizzen Topsails, Courses & Libs. The watch employed repairing the Mizzen Staysail & tending it. Steering by the wind.

Lat $59^{\circ} 12' N$

Thursday Sept 6th First part a light Southerly wind weather pleasant. Set Main Top Gallant sail. 2 P.M. set sea watches. Middle part a fine Southerly breeze, weather the same. Hauled Fore & Mizzen Top Gallant sails. Latter part wind & weather the same, set Mizzen Top Gallant sail. The watch employed repairing sails & stowing the Humpback oil. 2 sail in sight.

Friday Sept 7th First part, a light S.S.E. breeze, weather pleasant. Have seen a number of Finback Whales. 7 P.M. shortened sail & set quarter watches. Middle part a brisk breeze varying from S. to E. weather foggy. Latter part wind increasing from the Southward weather pleasant. Hauled the Mainsail & Libs.

Saturday Sept 8th First part, brisk breeze from the Southward, weather foggy. Hauled Fore & Mizzen Topsails. 2 P.M. set quarter watches. The Barque "Tempest" & 3 other sails in sight to leeward. Middle part light air & calm, weather pleasant. 1/2 past 5 A.M. made sail. 5 sails in sight at the time. Latter part, a brisk Northerly breeze, weather foggy & raining. Hauled Main Top Gallant sail, the Libs. Mainsail & double reefed the Topsails. Steering by the wind.

Lat $58^{\circ} 38' N$

Cruising off "St. Paul's" Island

Sunday September 8th 1860

First part. wind increasing from the Northward the weather foggy & rainy. 6 A.M. hauled Fore & Mizen Topails & close reefed Main Topail. 7 P.M. hauled the Foreail & set quarter watches. Middle part. a strong breeze from the Northward but hauling to the Westward. & increasing. Latter part wind S.W. weather pleasant. with a heavy sea on. Beat the Fore Staysail & set it. Steering by the wind.

Lat 5° 58' N.

Monday Sept 10th. First part blowing strong from the S.W. weather pleasant. Middle part a fine breeze from the Southward & Westward with squalls of rain & hail. Latter part wind & weather the same. 5 A.M. made sail 11 A.M. hauled the Top Gallant sails. 7 sail in sight. Steering by the wind.

Tuesday Sept 11th. First part. a fine breeze from the Southward. weather squally. 1 P.M. set Main Top Gallant sail. & Fly St. 7 hauled it again & single reefed Fore & Mizen Topails set sea watches. Middle & Latter parts light winds from the Southward & Westward with squalls, weather pleasant. 5 A.M. set Main Top Gallant sail. 11 A.M. hauled the Boats for Whales. but what kind they were nobody is certain. 7 sail in sight.

Wednesday Sept 12th. First part weather pleasant with a light S.W. breeze. 1 P.M. set Fore Top Gallant sail. 4 P.M. spoke & named Barque "Emerald" Pierce of N Bedford. has taken 2 Right Whale since we last saw her. They have heard from the Astro & report that Brig "Mailua" of Honolulu, S.I. & the Barque "Clione" of N Bedford wintered there & lost a number of men. & if the Natives had not come aboard & took care of them all hands would have died. 7 P.M. set sea watches. Middle part calms & light airs from the S.W. weather pleasant ship steering by the wind. Latter part weather the same wind light from the Northward. Steering S.W.

Cruising off St Pauls Island

Thursday September 13th 1860

First part light northerly wind weather pleasant. Steering S.W. sent down the Fore & Mizzen Top sail for repairs & bent other ones in their places. The Barque "Emerald" & 4 other sails in sight. 7 P.M. shortened sail & set quarter watches. Middle & Latter parts wind light from the N.W. weather the same. 5 A.M. made sail. 4 sails in sight
Lat $58^{\circ} 22' N$.

Friday Sept 14th First part. Light winds from the N.W. weather pleasant. 1 P.M. spoke & gained Barque "Tempest" reports that she was in company with Ship "Wm. C. Rice" & "Edna Adams" yesterday. They have been in the Arctic & done well. The "Rice" took 8 whales. & the "Adams" 11 whales. the Arctic flew average 200 lbs to each ship. 7 P.M. shortened sail & set quarter watches. Middle part calm & light airs weather rainy. 5 A.M. made sail. Latter part a fine breeze from the Northward. weather pleasant. Steering S.W. & N.S.W.
Lat $58^{\circ} 23' N$

Saturday Sept 15th First part a fine breeze from the Northward. weather pleasant. watch employed mending sails. Steering E.S.E. & E. 3 sails in sight. 7 P.M. shortened sail set quarter watches. Middle & Latter parts. calm & light airs, weather pleasant. 1/2 past 5 A.M. made sail. Capt Clark landed & struck 2 fur seal.

Sunday Sept 16th First part, pleasant weather with calm & light airs varying from N.E. to N.W. Barque "J. L. Thompson" & 5 other sails in sight one of them the Barque "Harmony" is boiling. 7 P.M. shortened sail & set quarter watches. Middle & Latter parts wind & weather the same. 5 A.M. made sail in sight at the time Barque "J. L. Thompson" & "Harmony". 12 A.M. towed all the Boats for Right Whales with our usual good luck. Steering to the Northward & Westward.
Lat $58^{\circ} 15' N$.

Cruising off "St Paul" Island.

Monday September 17th 1860

First part weather pleasant with calms & light wind varying from N. to E. 2 P.M. spoke "Bargue" Harrowing boiling a whale they took the 14th. The watch employed repairing sail. 4 P.M. sent down Fore Top sail & bent another one. Have seen any quantity of Humpback & Finback Whales. Steering N.W. & P.M. shortened sail & luffed to the wind with the Main Top sail aback. 7 P.M. set quarter watches & sail in sight. Middle & Loather part a light breeze from N.E. weather pleasant. 5 A.M. made sail 10 A.M. spoke "Bargue" Commersale" Capt Pierce. of N Bedford.

Tuesday Sept 18th First part, a fine breeze from the Eastward. weather pleasant. Ship steering S.W. Have seen a plenty of Finback Whales & 4 sails. 7 P.M. shortened sail & luffed to the wind heading S. by E. set quarter watches. Middle & Loather part, weather the same with a fine breeze from E. N. E. 6 A.M. made sail. 12 A.M. set Main Top Gallant sail & 4 lbs. Steering by the wind.

Wednesday Sept 19th First part, pleasant weather with a fine breeze from E. N. E. Have not seen a sail or any whales. 7 P.M. shortened sail & set quarter watches. Middle & Loather part weather the same with a fine breeze from N.E. 6 A.M. made sail 7 A.M. spoke & named Ship "America" Bryant. of N Bedford 2 Whales this season. Has been in the Arctic, they have had a hard season having left Honolulu in January. & fell in with ice in that 50°. — N. 42° 51' 33" N

Thursday Sept 20th First part pleasant weather with a fine breeze from N.E. 1 P.M. parted company with the "America". she keeping off. S.E. bound to Honolulu S.I. same time landed Main Top Gallant sail. 4 lbs. Coarse & double reefed the Topsails. 5 A.M. landed Fore & Mizen Top sails. 7 P.M. set quarter watches. Middle part wind the same weather foggy. Loather part wind more moderate from the Northward. weather dry & cloudy. set Fore Top sail Coarse & 4 lbs. 11 A.M. exchanged signals with Ship "Bartholomew" Cronold

Bound to Honolulu Island of "Caru"

Friday September 21st 1860

First part a brisk Northerly breeze, weather dry & cloudy. 4 P.M. saw 2 sails steering to the S.E., probably some of the Arctic fleet bound out. Have been steering S by N. 6 P.M. shortened sail & luffed to the wind heading N.E. by E. set quarter watches.

Middle & latter parts. strong Northerly wind, weather the same. 6 A.M. set Fore Topsail: Foresail & Gilt. 8 A.M. set Mizzen Topsail. turned the reefs out. set Main Top Gallant sail. Steering S by N. 11 A.M. spoke & named Barque "Helen Mar". North of N. Bedford from the Arctic bound out, 700 bbls this season. we gave them some bread and flour they being out.

Lat $57^{\circ} 50' N$.

Saturday Sept 22nd. First part a fine breeze from N.N.W. weather pleasant. 3 P.M. parted company with the "Helen Mar". & kept off. S.E. 5 P.M. saw "St Pauls" Island bearing E. 6 P.M. called all hands & made sail for Honolulu. Have seen 4 sails. 7 P.M. steering S by E. set sea watches. Middle part. weather the same. with strong winds varying from W. to N.W. with heavy squalls. Latter part weather the same wind light from the same quarter. Steering S by E. Sent Top Gallant Stun' sail Booms aloft, bent the Top Gallant & Lower Stun' sails: Fore Royal: Main Topmast Staysail. & set them. Stowed Halls: & Stage & Hopper & Cooler below.

Lat $55^{\circ} 05' N$

Sunday Sept 23rd. First part. a light N.W. wind weather pleasant. 1 sail in sight, we think the "Helen Mar" which Capt Clark is trying to beat. Middle part. calms & light winds varying from W. to S.S.W. steering S until 10 P.M. when the hauling ahead, hauled in Stun' sails. 2 A.M. hauled Royals. Latter part. weather pleasant. wind the same. 5 A.M. set the Royals. Steering by the wind heading from S.E. to S.W.

Monday Sept 24th. First part. light winds varying from W to S.S.W. weather pleasant. Middle part a dead calm. weather the same. Latter part. a light wind from E.S.E. the Fox Island in sight. to windward. ship working up to the Straits. 4 sails in sight. 11 A.M. lowered Starboard Boat for a dead Right Whale.

(4)

Hawaiian Islands

Tuesday September 25th 1860.

First part a light wind from S.E. weather pleasant 2 P.M. got the Whale alongside & commenced cutting found 2 Irons in him marked "N I M" probably the Ship "Nimrod" of N Bedford & P.D. made all fast, shortened sail & set quarter watches. Middle part a fine S.E. breeze weather the same. 5 A.M. finished cutting & started the works. Latter part weather sailing the same, employed boiling.

Wednesday Sept 26th First part a fine S.E. breeze, weather sailing. 6 P.M. set 3rd watches, hauled aback the main topsail heading E.N.E. Middle part weather the same, wind light & varying. Latter part weather pleasant wind light from the Westward. 6 A.M. made sail & kept off for the passage. The "Fox" Islands in sight.

Thursday Sept 27th First part. wind from the West weather pleasant. 3 sail in sight. spoke 2 of them the Barques "Isabella", "Tucker", of "N Bedford" & the "Massasoit". Probably "Matafoisett". The former has taken nothing since we last saw her she was in company with Ship "Nimrod" when she cut from the whale we picked up, they cut on account of night setting in, left him spouting thick blood. The latter vessel is 2 years out & has taken but 1 Whale & P.D. kept off for the passage in company with the Barques. Steering S. Middle & latter part weather foggy. with a fine breeze from W.S.W. 1 P.M. passed through 29° N. passage in company with Barques "Isabella", "Massasoit", "Paulina" & "Commodore". Sent down the cutting gear & stowed it below. Steering to the Southward & Eastward.

Friday Sept 28th First part a fine breeze from W.S.W. weather foggy. Hauled in Stun' sails & hauled the Royal 2 P.M. set 3rd sea watches. Middle part weather the same with a strong breeze from the S.W. with squalls. 2 P.M. hauled fore top ballast sail. Latter part wind & weather the same. set the fore & rigger top. Gallant sails, Royal & Stun' sails. Been steering S.E. by E. & E.S.E.

Lat 28° 48' 37" N.

Bound to Honolulu Island of Oahu

Saturday September 29th 1860

First part a strong breeze from the Southward & Westward weather foggy. Hauled in Stunsails hauled Royals Fore & Mizen Top Gallant sails: Middle part weather pleasant with a strong breeze & heavy squalls from the Southward. Hauled Main Top Gallant sail: Fly Ab.: Mizen Top sail & double reefed the Fore Top sail. Latter part wind & weather the same set Main Top Gallant sail. Fly Ab.: turned the reefs out of Fore Top sail. Steering by the wind, heading E. S. E. Course S. by E.

Lat 46° 48' N

Sunday September 30th First part strong Southerly wind & pleasant weather. Middle & Latter parts. a fine S. S. E. breeze with heavy squalls. weather raining. Hauled Main Top Gallant sail: Fly Ab. & double reefed Fore & Main Top sails. Steering by the wind heading E. by S. & E. 12 A.M. a light Westerly wind made all sail & kept off S. by E. a heavy sea running.

Lat 47

Monday October 1st: First part. a light Westerly wind with pleasant weather. 3 P.M. set Stun'sails. Middle & Latter parts light winds varying from W. to E. N. E. weather the same. Watch employed stowing down the oil. Steering S. S. E.

Lat 42° 38' N

Tuesday October 2nd First part light winds varying from W. to E. N. E. weather pleasant. 5 P.M. hauled in Lower Stun'sails, Steering S. by E. Middle part, a light breeze varying from E. to S. weather foggy. Hauled in Stun'sails & hauled the Royals. Latter part a light Southerly wind & pleasant weather. Steering by the wind heading S. E. & S. E. by E. Set the Royals. the watch employed in the rigging.

Wednesday October 3rd First part, light Southerly wind & pleasant weather. Middle & Latter parts. a brisk breeze from the same quarter. weather the same. Hauled the Royals & Top Gallant sails. & Fly Ab. Sent down Fore & Main Top Gallant sails for repairs. Steering by the wind, heading E. by S. Course S. by E.

Thursday October 4th. First part. Strong Southerly wind weather pleasant. Hauled Ab. & Main sail. double reefed Top sails. Middle part. wind & weather the same. Hauled Fore sail & Mizen Top sail. 6 A.M. raining heavy the wind shifted to N.W. sent the Top Gallant sail aloft bent them, made all sail & kept off S. employed pumping ship

Hawaiian Islands

Friday October 5th 1860

First part light Northerly winds, weather rainy most of the time. 1 sail in sight from the Masthead. Steering S. by E. & S. E. Middle part. Calms & light air. weather pleasant. Latter part. weather the same. wind light but increasing from S. W. hauled in Stun'sail hauled the Rogab. & Top Gallant sails. Steering S. E.

Saturday October 6th First part. brisk S. W. winds & rainy weather. double reefed the Topsails, hauled 1st & 2nd Toppail & Courses. 1 sail in sight Steering by the wind leading S. E. 1/2 S. Course S. S. E. Middle part strong winds from the same quarter. weather rainy until 12 P. M. when the wind shifted to the West. made sail to whole Topsails & Courses. kept off S. E. Latter part a brisk breeze from the West. with heavy squalls weather pleasant set Top Gallant sails Steering S. by E.

Lat 40° 39' N

Sunday October 7th First & Middle parts. brisk westerly winds, weather pleasant. Set the Rogab & Sun'sail. Latter part wind & weather the same. but squally. the watch busy repairing Fore & Main Royal Backstays they having parted Steering S. by E.

Lat 37° 15' N

Monday October 8th First part a brisk breeze from the Northward. with heavy squalls. weather pleasant. Middle part. wind the same but increasing. weather the same. took in all sail to a close reefed Main Toppail & 1st & 2nd Staysail. Latter part weather the same. wind blowing strong from S. W. with a heavy sea running. hoisted the Boats up on the upper Cranes. 9 A. M. the wind hauled out. N. W. set Fore sail. Fore Toppail close reefed & kept off S. E.

Lat 35° 01' N

Tuesday October 9th First & Middle parts strong winds from the Northward. weather pleasant. 2 A. M. commenced making sail. Latter part weather the same wind more moderate. The watch employed making Spun-yarn & repairing the rigging Steering S. by E.

Lat 31° 40' N

Bound to Honolulu. Island of Oahu. Hawaiian Islands

Wednesday October 10th. 1860

First part. a fine Northerly breeze. weather pleasant. 1 sail in sight. Middle & Latter parts. a fine N.E. Trade wind, weather the same. bent a new Fore Lower Star sail having split the old one. The watch employed in the rigging. Steering S by W. 1 sail in sight.

Lat 29° 30' N

Thursday October 11th. Fine Trade winds & pleasant weather all these 24 hours. the watch employed in the rigging. Steering S by W. & S.

Lat 26° 30' N

Friday October 12th. Fine Trade winds & pleasant weather all these 24 hours. all hands employed washing ship inside, during the latter part. Steering S by W. & S by W. ^W_{3/4}

Lat 24° 52' N

Saturday October 13th. First part. Strong Trade winds weather pleasant. ~~all~~ hands employed washing ship inside. Middle & Latter parts wind & weather the same. Steering S by W. 5 A.M. the Islands of Molokai " & "Oahu" in sight. 10 A.M. off "Diamond" Head took a Pilot (Capt Howland). rest of the day standing off & on as there is a number of ships waiting to go in & we dare wait until our turn. they have but one tug boat here.

Sunday October 14th. 2 P.M. the Steam Tug. "Pele" took hold of us & towed us to an anchorage in the Harbor of "Honolulu" Island of Oahu Hawaiian or Sandwich Islands. There has been 9 arrivals to day besides ourselves. at sunset ~~we~~ all hands went ashore.

Harbor Journal.

Monday October 15th. This is a pleasant & warm day. I received 2 letters from home containing good news. All hands employed washing the ship outside. There has been 3 arrivals

Tuesday October 16th. This day the Harbor Masters came aboard & we moored the ship. Broke out the sperm oil & arrivals. 2 of them anchored outside the reef as the steamer is out of orders

Harbor Journal.

(45)

Wednesday October 17th 1860.
Employed in painting the Ship outside & getting the
Sperm Oil ready for shipping. & breaking out fresh
water. 3 arrivals. weather pleasant.

Thursday October 18th Weather pleasant. Employed in cooping
& discharging the Sperm oil aboard of the Whale Ship
"St George" of N. Bedford. No arrivals except 1 Barge
laying off & on.

Friday October 19th This morning the weather is pleasant
This afternoon it is raining. Employed in stowing the
lower hold 2 arrivals.

Saturday October 20th Pleasant weather. the Starboard
Watch ashore on liberty. The other watch employed in
ships duty. 8 arrivals.

Sunday October 21st Pleasant weather all hands
ashore. 1 arrival. I passed part of the time in writing
to my friends.

Monday October 22nd Pleasant weather except an occas-
sional squall of rain. The Starboard watch ashore on
liberty. the other watch employed in getting fresh
water & a part of the Potatoes aboard. Last night
our Cabin Boy, Wm. Doo. of New Haven, took French
leave of us. he has gone in the Whale Ship "Wm. C. Vye"
which sailed to day for New Bedford. Good luck to him

Tuesday October 23rd Weather pleasant with an
occasional squall of rain. the Starboard watch
ashore on liberty. the other watch employed in getting
off Potatoes & other provisions. No arrivals. inside
2 outside laying off & on

Wednesday October 24th Weather rainy. the Port watch
ashore on liberty. the other watch employed getting ready
to smoke the Ship, 1 arrival 2 ships laying off & on.

Harbor Journal.

Thursday October 25th 1860

Weather rainy. after Breakfast, lit the fire, put on the Hatedes. & paster up the cracks. 1 arrival, 2 laying off & on. Ship "Martha" 2nd sailed for N. Bedford.

Friday October 26th Weather rainy. all hands employed getting wood aboard & stowing off between decks. 1 Ship at anchor outside. 1 Barque. laying off & on. 2 arrivals inside.

Saturday October 27th Pleasant weather 3 arrivals. The Barque "Yankee". Smith departed for San Francisco. Got up Cat & Fish Tackles. This evening the Capt forbade any one going ashore, until he gave them liberty, because I carried 4 of the men ashore. (H. N. Trippi, Geo M. Nicholson, Geo H. Colby & W. W. Bartholomew.) & they did not ask permission, & he had been looking for them, without success, so he thought they had run away. But he took Dan Glenney, & of the Boat-stewards & went to look them up. He found them at the "National" enjoying themselves, as best they could. & sent them aboard.

Sunday October 28th Weather pleasant, all hands were allowed to go ashore to day. 1 arrival. 1 Barque at anchor outside & 1 laying off & on.

Monday October 29th Pleasant weather. This A.M. got our merrings & hauled out. 2 P.M. the Pilot (Capt James) came aboard & we proceeded to sea. outside the reef discharged the Pilot. 3 arrival, 3 departures besides ourselves. 2 Ships at anchor outside. & 2 laying off & on. 2 P.M. set the watches, double reefed fore & mizzen Topsails, standing off Shore heading S.E. Middle & Leatter parts weather the same with strong Trade winds. Standing off & on. 11 A.M. sent a Boat into the Harbor.

Tuesday October 30th First part pleasant weather & strong Trade wind 2 P.M. the Boat returned with 3 men & their dunnage. Stowed the anchors & cables. Middle & Leatter part, wind & weather the same. Sent down the mainmast & bent another, double reefed main Topsail. 11 A.M. sent the Boat in. 2 sails laying off & on & 2 at anchor outside.

(47)

Borend to "San Diego" California. U.S.A.

Wednesday October 31st 1860

First part, strong Trade winds & pleasant weather. 3 P.M. the Boat sailed with Capt Clark; his wife & child. 1/2 past 3 P.M. Kept off to the Westward. turned the reefs out of the Topsails, 5 P.M. double reefed the Fore Topsail. Steering by the wind heading N.N.W. Middle & Latter parts wind & weather the same, double reefed Main Topsail & handed Brigger topsail. Steering by the wind.

Thursday November 1st First part, weather pleasant with brisk Trade winds. The watch employed filling Casks with Salt Water. Middle & Latter parts wind & weather the same. set Brigger Topsail. Steering N by W.

Lat 25° 27' N

Friday November 2nd First & Middle parts fine Trade winds. weather pleasant. turned the reefs out of the Topsails & set Main Top Gallant sail & Fly Lib. Latter part wind light. weather the same. Steering by the wind heading N.N.W. The watch employed making Spur yarn. Set Fore & Brigger Top Gallant sails.

Saturday November 3rd First & Middle part light Trade winds weather pleasant. Watch Employed Pumping Ship. &c. Latter part, weather the same. with calms & light winds. Steering by the wind heading N. by W. & N.

Lat 28° 49' N

Sunday November 4th First part a light breeze from E.S.E. weather pleasant. Set Royals & Stunsails. Middle & Latter parts a fine breeze from the Southward & Eastward weather the same. Steering N.E. by N. & N.E. Took the Bow in on deck for repairs. the watch employed setting up Back Stays & painting the Waist Boat.

Lat 30° 17' N

Monday November 5th A fine breeze from the Southward & Eastward. weather pleasant. all these 2 & down. Took the Leeward Boat in on deck & put the Bow Boat on the Cranes. The watch employed setting up Foremast rigging. Steering N.E. 1/2 E. & E. N.E. Saw a large shoal of Black-Fish.

Bound to San Diego

Tuesday November 6th 1860

First part a fine breeze from the South west with squalls of rain. The watch employed repairing rigging, & painting the Ben Boat. Middle part Calms & light baffling airs with rain hauled in Stun'sails, & hauled Royal & Tigger Top Gallant sail. Latter part, wind the same weather pleasant. Put the Starboard Boat on the Craine & took the Starboard Boat in on deck. Steering N.E.

Wednesday, November 7th. First part calms & light varying airs. weather pleasant. Set Royal, Tigger Top Gallant sail, & Stun'sails. Middle & Latter parts wind & weather the same. 11 P.M. hauled in Stun'sails. Steering N.E. & by the wind. The watch employed, breaking out fresh water & setting up rigging.

Thursday November 8th. First part a light S.W. breeze. weather pleasant. Set the Stun'sails. Middle part weather the same, with calms & light varying airs. Latter part weather the same, wind light from W.S.W. The watch employed setting up & tanning down rigging, put the Starboard Boat on the Crains. Steering N.E. & E.N.E. & N.E. by E.

Friday November 9th. First part a light breeze from W.S.W. weather pleasant. Saw a Spout supposed to be Compuasius. Middle part a fine breeze from the Westward, weather pleasant. Latter part weather the same, wind from N.W. Steering N.E. by E & E. by N.

Saturday November 10th. First part a fine breeze from N.W. but hauling to the Northward & increasing. Hauled in Stun'sails, & hauled Royal, Top Gallant sails & Fly-Abt. Steering by the wind. Middle part weather the same wind more moderate from the Northward & Eastward. Set the Main & Tigger Top Gallant sails, & Fly-Abt. Latter part weather the same, wind light from the same quarter. Pumped Ship. The Mate caught a Dolphin, measuring 8 feet in length. Steering by the wind. Sent the Fore Top Gallant sail down & repaired it. Lat 28° 31' 52" N

California, U. S. A.

Sunday November 11th 1860

First part a light wind from N.E., weather pleasant
Middle part. weather the same, with calms & light winds
until 10. P.M. when the wind came out to the Southward
bent the Fore & Top Gallant sail, set, also set the Royals
& Stun sail. Latter part. brisk breeze from the same
quarter weather the same. Handed the Royals, Bigger
Top Gallant sail, hauled in Lower & Top Gallant,
Stun sail. Steering N.E. by N.E. by E.

Monday November 12th First part. a brisk breeze
from the Southward, weather pleasant. Middle part
Strong winds varying from S. to S.W. with heavy
squalls. weather rainy, handed the Top Gallant sail
Bigger Top sail & Main sail, hauled in Topmast
Stun sail. Latter part. weather pleasant wind
more moderate but varying from S.W. to N.W. made
all sail, Steering N.E. by E. & E. N.E.
Lat 23° 23' N.

Tuesday November 13th First part wind varying from
S.W. to N.W. but moderating. weather pleasant. made all sail
Steering E. N.E. & E. Middle part weather the same, with
calms & light airs. Handed the Royals. Latter part. weather
the same, with a fine breeze from the Eastward, handed
the Top Gallant sail, & Fly-rib. Steering by the wind heading N.E.

Wednesday November 14th First part. Brisk Easterly winds.
weather pleasant. reefed Bigger Top sail. Middle & Latter parts.
cloudy weather with a strong breeze varying from E.S.E. to
S.S.E. accompanied with heavy squalls of wind & rain. The watch
employed in Ship's duty. Steering by the wind, & E. by N. double
reefed Fore & Main Top sail.

Lat 34° 47' N

Thursday November 15th First part a strong breeze varying
from E.S.E. to S.S.E. weather cloudy & squally. Handed the
reefs out of the Top sails. Middle part. wind the same from
E.S.E. weather rainy. double reefed Fore & Main Top sail & handed
Bigger Top sail. Latter part. weather pleasant, with a fine breeze
from the same quarter. Handed one reef out of the Fore & Main
Top sails & set Bigger Top sail & Fore & Main Top Gallant sails
& A B wore Ship & stood to the Southward. Lat 35° 53' N

Bound to San Diego

Friday November 16th 1860
First & Middle parts a fine breeze from E.S.E. weather pleasant. Hauled Fore Top Gallant sail & Fly Sht. Latter part weather the same. wind light from the same quarter. Set Fore & Mizen. Top Gallant sail & Fly Sht. The watch employed in Ships duty. Steering by the wind. heading E. & S. Lat $35^{\circ} 41' N$

Saturday November 17th First part a light breeze from E.S.E. weather pleasant. turned the reefs out of the Topsails. Middle & Latter parts. light baffling air. varying from S.W. to E. weather pleasant. Set the Royals. Steering by the wind most of the time. heading E. & E.N.E. Watch employed repairing the rigging. Lat $35^{\circ} 41' N$

Sunday November 18th Calms & light baffling winds from all points of the Compass. weather pleasant. all these 24 hours. The watch employed in Ships duty. Steering E. Lat $35^{\circ} 57' N$

Monday. November 19th Pleasant weather. with calms & light baffling air from all points of the Compass all these 24 hours. Set the Star sail. Steering E. 1st & 2nd mates. making Boat-sails Watch employed. in Ships duty. Lat $35^{\circ} 43' N$

Tuesday November 20th Light winds varying from S.S.W. to N. weather pleasant. all these 24 hours. The watch employed picking over potatoes & cleaning the Fry-Pots. Steering E.

Wednesday. November 21st First & Middle part a light breeze from the Westward, weather pleasant. Latter part a fine breeze from the N.W. The Watch employed in Ships duty. Steering E. & E. by S. Long $133^{\circ} 07' W$

Thursday November 22nd First part a fine breeze from the N.W. weather pleasant. Middle & Latter parts. weather the same with a fine breeze from N. to N.E. Sent down the Fore sail & lost another one. Steering E. & E. by S. until 11 A.M. Hauled in Star sail & hauled the Royals. since that time steering by the wind heading E. & E. by N. Lat $34^{\circ} 44' N$

California. U. S. A.

Friday November 23rd / 60

First part. a brisk breeze from the Northward & Eastward weather pleasant. 1 P.M. hauled Top Gallant sails. 3 P.M. set them again. Middle & Letter parts. weather the same wind from the same quarter but squally. hauled Top Gallant sail & double reefed Fore & Mizen Topsails. but the wind moderating turned the reefs out again. Steering by the wind heading E.N.E. Course N.E.

Saturday November 24th First & Middle parts. a brisk breeze from N.N.E. weather pleasant. Caught a Porpoise. Letter part. wind from N.N.W. single reefed the topsails
Lat 33° 42' N.

Sunday November 25th First & Middle parts. a brisk breeze from N.W. double reefed Fore & Main. & hauled Mizen Topsails. weather pleasant. Letter part. weather the same wind moderating. from N.N.W. made all sail. Steering N.E. by E. Watch employed making spun-yarn.

Monday November 26th First part. a fine breeze from N.W. weather pleasant. Middle & Letter parts. weather the same. with calms & light Westerly winds. Set the Stun sails. The watch employed in ship's duty. Steering E.N.E. & E. by N.
Lat 33° 25' N

Tuesday November 27th First part. weather pleasant. with calms & light Westerly winds. the land 60 miles distant. Middle & Letter parts a fine N.W. breeze. weather the same. 8 A.M. a group of Rocks in sight bearing N.W. (per compass) also a number of Islands. bearing E. (per compass) Have seen several Hump' & Finback Whales. & a school of Porpoises.
Lat 33° 05' N.

Wednesday November 28th First part. a fine N.W. breeze. weather pleasant. 7 P.M. off the South point of "St Clementina" Island. Middle & Letter part. weather the same. wind light. 11 P.M. steering E. by N. saw the main land. bearing E.N.E. 9 A.M. steering E. by S. raised "San Diego" Light. bearing E.N.E. hauled in Stun sails. hauled the Royal & luffed to the wind. 9 A.M. Capt Clark. cleared away his Boat & went into the Harbor.

Off & on. San Diego, California, U.S.A.
Thanksgiving, Thursday November 29th 1866

First part pleasant weather, with light varying airs. Ship standing off & on the Harbor. Waiting for Capt Clark to return. As I was one of the Boats crew I had the pleasure. after a pull of 6 or 7 miles, of standing on an American shore again. Myself with the rest of the Boat crew took a tramp up to the town of San Diego, which is situated at the head of a fine Bay, some 5 miles from the landing, as the Bay is not navigable up to the town. It has a population of about 300 composed of Americans, Mexicans & Indians. It is running down fast. There is but little business carried on here now, it was formerly a place of 1000 population & the port of the "Pacific Mail Steamers". But they do not stop here now unless short of coal. There is a Steamer the "Senator" runs here from San Francisco, making Semi Monthly trip, carrying the U.S. Mail. She is an U.S. Military Station here, situated at "Newtown" some 3 miles up the Bay from the Old town of San Diego. There is a Whaling parties here. they live ashore, & do their whaling in small "Whitehall Boats" they shoot all their whales with Broad's Patent Bomb-Loaves before striking them. Among other things of interest that I saw was one of the old "Hide Houses" that R. H. Dana, Jr. speaks of in his book entitled "Two years before the mast." We have heard of the election of Abraham Lincoln, as president & Hannibal Hamlin Vice President. 4 P.M. we returned to the ship.

Middle & Leafter parts, wind & weather the same. Ship standing off & on.

Friday November 30th First & Middle parts weather pleasant, with light varying winds. Standing off & on. Leafter part weather the same, with a light Westerly winds. I, A.M., came to an anchor with the Kedge, off the mouth of the Harbor, in 20 fathoms of water. The 1st mate has been into the Harbor chasing & the 2nd mate fishing.

Saturday December 1st First & Middle parts lying to our Kedge, weather pleasant. Brought the cable & got the Starboard anchor off the line. Leafter part weather foggy, wind light & varying. A.M. got underway. The Light House bearing N.N.E. (per Compass) 3 miles distant.

Long 117° 11' W. (32)
Lat 32° 41' N.

Lying at an anchor in San Diego Harbor. Sunday December 2nd 1860
First part weather pleasant. wind light from the Westward at 4 P.M. came to an anchor in the Outer Harbor, in 5 1/2 fathoms of water. the Light House bearing W (per Compass) 1 mile distant. at dark set anchor watches.

Monday. Dec 3rd This day have been employed getting the Cutting Blocks aloft, & Cutting Stage over the side, & sending down the Royal Goods. This A.M. the Schr. "Vail" of San Francisco, departed, bound to the Southward to supply the Ships with provisions.

Tuesday December 4th This day every one spent as best suits themselves, as there is not much of anything to do until the Whales commence running down.

Wednesday December 5th This is a thick foggy day. The Mate (Mr Burnham) has been outside fishing with poor success. They saw one California Gray Whale.

Thursday December 6th Weather pleasant. The Mate has been fishing without success. 11 A.M. took the anchor hooked on all the Boats & towed the Ship into the Inner Harbor & came to an anchor in 10 fathoms of water.

Friday December 7th. Pleasant weather. all hands are employed as usual some some fishing, some gunning & any way to pass off the time.

Saturday December 8th This day got the Port anchor off the Bow. broke out Sticks & Beef & Pork. Weather pleasant.

Sunday December 9th This A.M. Capt Clark gave part of us liberty to go ashore. at 6 P.M. all had returned except two. (Lewis Pole a Frenchman & Edward Mill. of Easton Penn) who run away.

Monday December 10th Employed stowing the hold & pumping ship. Capt Clark has been ashore in search of the runaways & traced them as far as the Town. which they left for the three this A.M.

Whaling at San Diego

Tuesday December 11th 18
This day it is blowing a gale from the S.E. 8 A.M. the
U.S. Mail Steamer "Senator" Capt Sully: arrived from
San Francisco.

Wednesday December 12th This day employed in various
things. Got a spare Boat ready & put her overboard
7 A.M. the U.S. Mail Steamer "Senator" Capt Sully:
departed for San Francisco. 1/2 past 11 A.M. the U.S.
Light House Steamer "Shubrick" arrived from San
Francisco via way Porto.

Thursday December 13th At sunrise sent all 4
Boats off whaling outside of the Kelp. We saw but
2 Whales. both California Greys. (or what Whalermen
call Devil Fish) The Starboard Boat got close to
one but he was too deep to reach him. Capt Clark
had a narrow escape. in firing off his rifle, it burst
blowing the powder into his face & cutting one of his fingers.
Boats returned at sunset.

Friday December 14th At sunrise sent the Boats
Whaling. The odoristic Messrs Tilton & Co. &
Messrs Johnson & Co. sent their Boats off to day. Have
seen but 3 Whales. Came aboard at 4 P.M.

Saturday December 15th Sent the Boats whaling.
Have seen but few Whales all going quick to the South.
Messrs Johnson killed & saved 2 Whales. Came aboard
at sunset.

Sunday December 16th Sent the Boats off at sunrise
8 A.M. the U.S. Light House Steamer "Shubrick" left
for San Francisco. Have seen but few Whales. came aboard
at sunset.

Monday December 17th During the night, blowing heavy
from S.E. let go the Port anchor. Sent the Boats off at sun-
rise. the Starboard Boat dashed once. the Bow Boat twice
all to far off. Came aboard at sunset.

NAVAL JOURNAL.

THE GREAT REPUBLIC.

This largest ship in the world, this wonderful piece of naval architecture, which has just made its appearance in our harbor, was designed, built, and is owned by Donald McKay, Esq., of Boston. The discovery of California gold, and the rush of emigrants to that land, and the consequent urgent demands for supplies, have called into existence fleets of clipper ships, eight of which, had been built by Mr. McKay, before he designed the Great Republic.

They were the Flying Cloud, Flying Fish, Sovereign of the Seas, Bald Eagle, Empress of the Sea, Staghound, Westward Ho, and Staffordshire. The Flying Cloud he built on his own account. She was 1,700 tons register; made the quickest passage from New York to San Francisco on record, in 98 days, ran in 24 consecutive hours, 374 geographical miles. Not satisfied with this triumph, he determined to build a larger clipper that would outsail the Flying Cloud. He next designed the Sovereign of the Seas, a ship of 2,400 tons, "then the largest, longest and sharpest merchant ship in the world." She was so large, and the plan of her seemed so dubious and utopian, that no merchant would invest in her. "Mr. McKay embarked all he was worth in her," turned

merchant and freighted her himself. She *did* out-sail the Flying Cloud.— Although her passage to San Francisco was longer, "she sailed in 24 consecutive hours, 430 geographical miles, 56 miles more than the greatest run of the Flying Cloud, and in ten consecutive days she ran 3,144 miles." "In eleven months her gross earnings amounted to \$200,000," when he sold her on his own terms.

In these enterprises, "experience had shown, that the passage to California had been lengthened by the tremendous westerly gales in the vicinity of Cape Horn, and that to combat them successfully, vessels of a still larger size and power were necessary.

He accordingly designed the Great Republic, a ship of 4,000 tons register, and full 6,000 tons storage capacity"; has built her and will sail her on his own account.

"She is 325 feet long 53 feet wide and her whole depth is 39 feet." She has four decks, is 8 feet between decks, except between her spar and upper decks which is 7 feet. She has four masts, the aft one is called the spanker mast. From her keel to the main truck is 250 feet. Few of the thousands who have visited her have left with any adequate idea of her enormous size.

A house 25 feet front, 50 feet deep and four stories high is as large a ten-

ement as often meets the eye, in this city; a block of 13 such houses is a longer bloc than is often met with, and yet the hull of this monster ship occupies more space than a whole block of such dwellings. A 300 ton ship used to be considered a large craft; yet this ship will carry as much freight, and consequently displace as much water as a fleet of *twenty* such vessels.

Our forests could not furnish trees of sufficient size and length, to make her fore, or main, or mizen masts.—“They are built of hard pine, doweled and bolted together, and hooped over all with iron.” Her foremast is 44 inches in diameter and 130 feet long, mainmast 44 inches, and 131 feet, mizen, 40 inches and 122 feet. Her main yard is 28 inches in diameter and 120 feet long, is spliced in the middle, being formed of two of the longest pine trees. There has been used in her construction,

Of hard pine 1,500,000 feet.

Of white oak, 2,056 tons.

Of iron, 336 1-2 tons.

Of copper, exclusive of sheathing, 56 tons.

Canvas in a suit of sails, 15,653 yards.

Days' work on her hull 50,000.

Her crew is to consist of 100 men and 40 boys.

Notwithstanding her great size, she is one of the most beautiful models afloat. Her Figure-head is the head and beak of the Eagle. Her stern is ornamented with a spread eagle measuring *Thirty-six* feet from tip to tip of its wings.

Under her spar deck, in the stern and richly ornamented, is the spacious ladies' cabin with three large state rooms on either side, forward of this, the main cabin and eight state rooms; still forward, stewards' rooms,

officers' rooms, hospital, and rooms for the boys; a good arrangement to keep the boys from the fore-castle and under the eye of the officers. She has also, we are happy to see, a fine spacious and airy fore-castle, the men are to be lodged in hammocks, like a ship of war. She has three houses on the spar deck, in one of which is a steam engine of 15 horse power, to do the hard work of the ship, such as pumping, working the fire engine, hoisting topsails, taking in and discharging cargo. With it also is connected a distillery, not of ardent spirits but of sea water into good fresh water; no doubt she will be a temperance ship. The engine can be shipped into a huge long boat constructed as a propeller, to be used in calm latitudes for towing the ship. An admirable Yankee contrivance, truly, to help Jack out of the doldrums.—We suppose too it can be used as a lighter to load and unload in ports where there are no wharves.

In one of the houses is a library for the men containing over one thousand volumes of profitable books, and connected with it a teacher for the boys.

In the construction and arrangement of this noble ship there is evidently an eye to the comfort and improvement of the men, which we are most happy to note and commend.—She is to be commanded by Capt. L. McKay, a brother, we believe, of the builder. We bespeak for her a good crew who shall look well to the interests and honor of the Great Republic.

DISASTERS.

New schr. Arkansas, Verrill, capsized near Mount Desert, was towed into S. W. Harbor next day, but went ashore immediately after, and went to pieces in a heavy Southerly gale.—

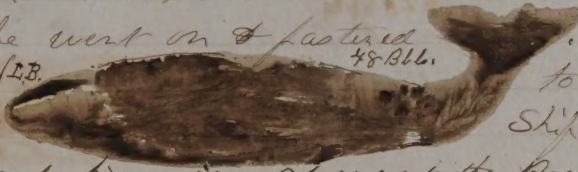
Whaling at San Diego

Tuesday December 18th 1860

Sent the Boats whaling. at sunrise. Tilton & Co shot a Whale. & Mr Burnham (our Mate) fastened to him & self save him. Mr Burnham shot a Whale without much effect. as he was seen again apparently unhurt. Came aboard at Sun set. Have had fine weather



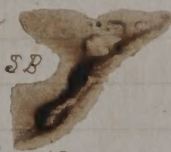
Wednesday December 19th Sent the Boats whaling at daylight. about 9 A.M. the Mate Bombed a Whale & when he came up he went on & fastened the 2nd & 4th mates also fastened the 3rd & 4th mates & got him alongside. & cut him in. at sunset the Boat returned



Thursday December 20th At daylight sent 3 Boat whaling. the 4th mate stopping aboard. Have seen but few whales. Capt Clark & his gang employed boiling. came aboard at sunset

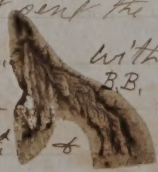
Friday December 21st At daylight sent 4 Boats off. Have seen but 9 whales. The Shipkeepers employed boiling the remainder of the blubber. came aboard at dark.

Saturday December 22nd at daylight sent 4 Boats off to the Kelp. the Starboard Boat shot at a whale with one of "Greeners" Whaling Guns. 16 fathoms off but did not fasten. came aboard at sunset.



Sunday December 23rd at daylight sent the Boats whaling. Have seen but few whales. going quick to the Southward. At 3 P.M. it raining hard. came aboard.

Monday December 24th At daylight sent the Boats whaling the Bow Boat fastened to a Whale with a "Greener" Gun. but as soon as any strain came on the line the Bow broke. Tilton & Co shot a whale our 2nd & 4th mate chased him but did not save him. came aboard at dark.



Christmas. 1860. Hope that you folks at home have passed a merry one. ours passed off the same as any day at daylight sent the Boats whaling. the Bow Boat shot twice but did not fasten. Have seen a great many whales. came aboard at dark.

Whaling at San Diego

Wednesday December 26th / 60
At daylight sent the Boats whaling. 11 A.M. blowing heavy from the S.E. came aboard. The U.S. Mail Steamer "Brother Jonathan" Capt Sully arrived from San Francisco.

Thursday December 27th. At daylight sent the Boats Whaling. This A.M. the Mate Bombed 2 the first one the Bomb did not explode. the other one we chased about 3 miles & gave him up. a shot, a 3rd one. & fastened to him just before he died & sunk in 20 fathoms of water. put an anchor & a buoy to him & came aboard. C.P.R. the U.S. Mail Steamer "Brother Jonathan" departed for Frisco.

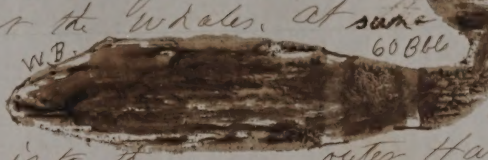
Friday December 28th. At daylight sent the Boats to the Kelp. This P.M. the Mate shot a whale & after chasing him some 4 miles gave him up. at sunset hauled up the sunken whale. & commenced towing. 7 P.M. the tide having swept us by the ship we anchored him.

Saturday December 29th. During the night we got the whale alongside. at daylight sent 3 Boats whaling the 2nd Mate stopping aboard. to help cut the whale. This P.M. the Mate Bombed a whale & set him spouting blood but did not save him. The 2nd mate also shot one & he thinks he sunk as he was not seen afterwards. Came aboard at sunset. those aboard the ship employed Cutting & boiling.

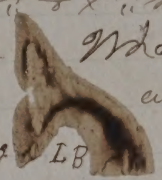
Sunday December 30th. At daylight sent 4 Boats whaling. this A.M. Tilton & Co shot a whale. our 4th mate fastened to him & help kill him. about the same time the mate shot one & killed him. The 3rd Mate (Mr Stetson) fastened to one with a "Greaser Gun" the 2nd mate & help kill the same whale. Got both whales alongside at 8 P.M. Capt Clark & his gang have been employed boiling.

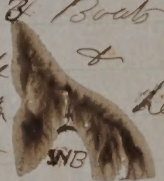
Whaling at San Diego.

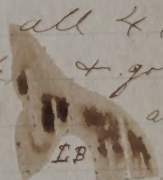
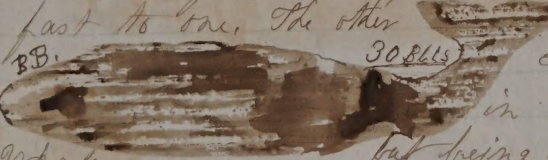
Monday December 31st 1860

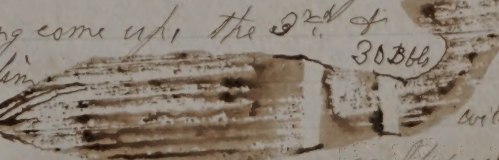
At daylight sent 2 Boats whaling. the 3rd & 4th mates stopping aboard to help cut the whales. at sunrise the 2nd Mate (Mr. L. Hart) got ^{WB} fast the Boat also struck the same  whale. I help Kill him. towed him into the outer Harbor & anchored him the tide being ahead. at dark the tide in our favour. towed him to the ship.

January 1st 1861

at daylight sent 2 Boats whaling. the 3rd & 4th mates stopping aboard. this A.M. the Mate. shot a  Whale without effect. came aboard at sunset. those ^{LB} out water the Ship employed cutting & boiling & breaking

Wednesday January 2nd at daylight sent 3 Boats Whaling at sunrise the 2nd Mate shot a  Whale & fastened to him but he ^{WB} ~~sunk~~ ^{sunk & anchored} him. This P.M. he shot another one without effect. The 4th Mate ^{WB} fastened to one but drowned. Came aboard at sunset. employed aboard the Ship ^{WB} ^{LB} boiling & pumping Ship.

Thursday January 3rd at daylight sent all 4 Boats Whaling. at sunrise the Mate shot a  Whale & got fast to him, but the Iron soon drew. chased him about 5 miles & gave him up. Soon after the 3rd Mate ^{LB} got fast to one. The other ^{WB} Boats fastened to him & help Kill him  Got him alongside at 2 P.M. & cut him in. Sent 2 Boats out after the sneaker ³⁰⁸⁶⁶ but being unable to haul him up. Came aboard at dark. Took the Bow Boat ashore. for Carpenter to repair she having been stove by the whale. the 3rd Mate took on the 30th he is now using a Glass Boat.

Friday Jan 4th at daylight sent all the Boats Whaling. the Whale the 2nd Mate sunk. Wednesday. having come up. the 3rd & 4th mates towed him alongside & cut him.  ³⁰⁸⁶⁶ ^{WB} on this P.M. the Mate shot a  Whale but without effect. The Ship. ^{LB} Reapers employed

Whaling at San Diego

Saturday January 5th 1861

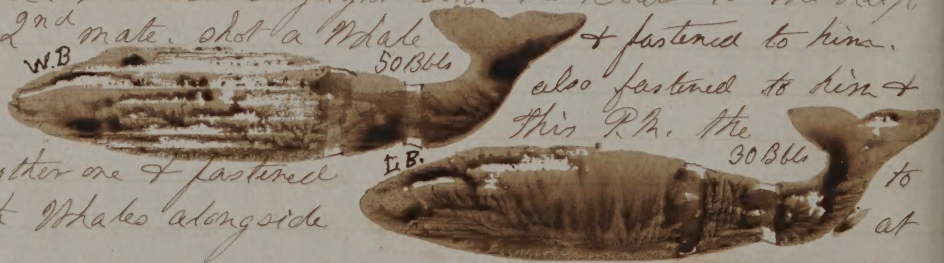
This day it is blowing heavy from the S.E. all hands employed aboard the ship. boiling; stowing down oil & pumping ship

Sunday Jan 6th At daylight sent all the Boats whaling about 9 A.M. the 3rd mate fastened to a whale. & ran in the kelp. & parted the line. Soon after the 2nd mate fastened to one. but he took his line, he little. It being pretty rugged we all came aboard.

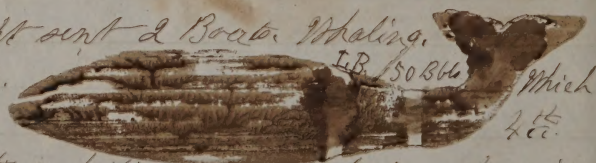
Monday Jan 7th At daylight sent the Boats whaling. about noon the Mate shot a Whale but the Bomb exploded before reaching him. soon after the 4th mate got fast. & after running some 15 miles to windward we were obliged to cut & come aboard it being too rugged to work on a whale.

Tuesday Jan 8th At daylight sent the Boats whaling this A.M. the Mate shot a Whale without effect. Came aboard at sun set. Ship Keepers employed in scraping decks. & stowing oil. Weather continues pleasant.

Wednesday Jan 9th At daylight sent the Boats to the kelp this A.M. the 2nd mate shot a Whale & fastened to him. the 4th mate also fastened to him & this P.M. the Mate shot another one & fastened him got both Whales alongside at 4 P.M.



Thursday Jan 10th At daylight sent 2 Boats whaling. this P.M. the Mate shot a Whale. sunk immediately. The 3rd & 4th mates & Ship Keepers employed cutting, boiling & drying the sails.



Friday Jan 11th Blowing strong from S.E. until 10 A.M. then sent 3 Boats whaling. the 4th mate stopping aboard. The U.S. Mail Steamer "Brother Jonathan" Capt Seely, arrived from San Francisco. Employed aboard ship boiling & getting aboard pigst that came by the Steamer. Boats came aboard at Sun set.

Whaling at San Diego

Saturday January 12th 1861

At daylight sent all the Boats whaling. At sunrise the Whaler the Mate sunk on the 10th having come up, we towed him in to the Harbor & anchored him the tide being against us. & went back to our Buoy. This P.M. the Mate shot a whale without effect. At sunset the tide in our favour got the Whale alongside. The U.S. Mail Steamer "Brother Jonathan. Capt Seely. left for San Francisco.

Sunday Jan 13th at daylight sent 3 Boats whaling the 3rd Mate stopping aboard. He help cut the Whale. This A.M. the 4th Mate shot a Whale & he thinks he sunk but I have my doubts. We came aboard at 3 P.M.

Monday Jan 14th at daylight sent all the Boats to the Kelp. about 7 A.M. the Mate shot a Whale & fastened to it. The Iron crew while trying to haul him up. about 10 A.M. the 4th Mate (Mr Benjamin) shot a Whale & fastened to him the Mate also fastened to the same Whale. Got him alongside at 2 P.M. Carpenter employed repairing the Bow Boat.

Tuesday Jan 15th Sent 3 Boats whaling the 4th Mate stopping aboard. at noon the 3rd Mate got fast to a Whale but the Iron soon broke. then came aboard.

Wednesday Jan 16th Blowing heavy from the Northward & Westward. all this day. All hands employed aboard the Ship. Stowing oil & Pumping Ship. Carpenter finished Bow Boat.

Thursday Jan 17th Sent all the Boats whaling. about 2 P.M. the 3rd Mate (Mr Stetch) got fast to a whale & while he was lancing him the Boat hurting Mr Stetch's leg but breaking no bones. they carried him aboard the Ship. The Mate & 2nd Mate got fast to the Whale & saved him. towed him in to the Harbor & anchored him the tide being against us.

Whaling at San Diego

Friday January 18th 1861

At daylight sent 3 Boats whaling. The 3rd mate being
has pretty badly. He stopped ^{LB} aboard. about 7 A.M.
the Mate shot a ^{LB} whale but ^{LB} without effect. soon
after he shot another. one chased him about 12 miles &
gave him up. This A.M. Capt Clark with the Bow
Boat crew. brought the Bow Boat from shore & went
down the Harbor & got the anchored whale & brought him
alongside & cut him in. This P.M. the 2nd mate fastened to
a whale but the Lion soon drew. Came aboard at sunset.

Saturday Jan 19th Sent the 3 Boats whaling. This
A.M. the 4th mate shot a whale without effect. This
P.M. he darted at one ^{SB} & at the same time the
Bow-ssman shot him but the Bomb exploded before
reaching him. The Mate shot at one. & the Bomb struck
the whales back & broke. Came aboard at sunset.

Sunday Jan 20th We have 4 Boats off whaling to day
Capt Clark taking the Bow Boat in the 3rd mates
place. ^{LB} This P.M. ^{30 B/L} the Mate shot a whale
& all the Boats fastened to him
Got him alongside at sunset.

During the day, the Cooper & Carpenter, went ashore
& obtained some liquor & when we came aboard were feeling
quite happy. & while the Carpenter was sky-larking
with one of the men, they run against the 4th mate
& he got ruffy & called the Carpenter, a name that
is not to be mentioned. which caused some blows to be
given. but they were parted & went to supper. after supper
the 4th mate on deck & the Carpenter went at him again.
Then the Mate & Cooper interfered the Mate knocking the
Cooper down with a handspike. Capt Clark came on
deck. & ordered all hands forward telling the Mate
to "shoot the first man that came beaft the main
mast." & started to put Cooper & Carpenter in
Prison. but they requested to be set ashore. which he con-
sented to & cleared away the Bow Boat & sent the
2nd mate ashore with them. but he returned with one
man short, Tom King, choosing to stop ashore to look
out for them.

Whaling at San Migo.

Monday January 21st 1861

At daylight sent 2 Boats whaling. The 4th mate stopping aboard. This A.M. the mate shot a whale without effect at 12 A.M. blowing heavy from the North the Boat came aboard. This A.M. Jim King came aboard. but Capt Clark said he did not care whether he stopped or not. but if he went ashore he must go without his things. so he bid us Good bye & went ashore.

Tuesday Jan 22nd Sent the 3 Boats off to the Kelp. This A.M. the 2nd mate shot a whale. & he thinks he sunk in the Kelp. at 1 B. the mate shot a whale & he pulled off shore & while he was gone the whale came up in the Kelp & the 2nd mate fastened to him & saved him. Towed him alongside & had him cut in by sunset. This A.M. Capt Clark discharged Cooper & Carpenter. they left for the mines.

Wednesday Jan 23rd Sent the 3 Boats whaling. During the day the 2nd mate shot 2 Whales & fastened to them, the 4th mate also fastened to them. the first one being a sinking whale. we anchored him. the other we towed to the Ship & cut in by dark.

Thursday Jan 24th We have the 3 Boats off to day. This P.M. we hauled the whale up & towed him to the Ship & cut in the Head-skin.

Friday Jan 25th Sent 3 Boats whaling. the 4th got fast. & after running us about 10 miles. he turned him up. We got him alongside at 7 P.M. The U.S. Mail Steamer "Senator" Capt Selig. has arrived from & departed for San Francisco.

Saturday Jan 26th Sent Mate & 2nd mate whaling. This A.M. the Mate shot a whale but the Bomb glanced. at noon he shot another without effect. This P.M. he shot a 3rd one & saved him. towed him inside the Kelp & anchored him.

Whaling at San Diego.

Sunday January 27th /61
We have the 3 Boats off to the Kelp to blay. This a.m.
the Mate. shot a whale & chased him but he did
not save him. 1 P.M. we hauled the whale ^{LB} up &
towed him into the Harbor & anchored him again. & went
aboard.

Monday Jan 28th. At daylight sent Mate & 2nd mate
whaling & the 4th mate & Shipkeepers after the
whale. we got him alongside at ^{LB} 35-666 but
& then sent the 4th mate whaling ⁸⁰² but
when we got outside we found the Boat towing the Mate
having shot & fastened to a whale. Towed him alongside at sunset.

Tuesday Jan 29th The 3rd mate ^{LB} being nearly well he
is off whaling with the Mate & 2nd mate. 11 A.M. it being
fogged. they came aboard. Employed aboard the ship cutting &c.

Wednesday Jan 30th At daylight sent all 4 Boats off to
the Kelp. about noon the 2nd mate shot ^{WB} & fastened
to a whale. turned him up ²⁰⁻⁶⁶⁶ & towed
into the Harbor & anchored him, the tide
being against us. came aboard at sunset, The whales have
pretty much done running South. have seen but 6 to day.

Thursday Jan 31st At daylight sent 2 Boats whaling & the
3rd & 4th mates after the whale. got him alongside & sent
the 3rd mate whaling. 3 P.M. the 2nd mate shot ^{WB} a
whale & de. thinks de sunk. Came aboard at sun ^{WB} set

Friday February 1st At Sunrise sent 3 Boats whaling.
the 3rd mate stopping aboard. This P.M. the Mate.
shot a whale but did not hurt him ^{LB} much.
Came aboard at Sun-set.

Saturday Feb 2nd at daylight sent all the Boats off
to the Kelp. This a.m. the Mate shot at a whale under
water but the Bomb did not strike him. Have
seen but 4 whales. Came aboard at Sun-set.

Whaling at San Diego.

(63)

Sunday February 3rd /61

To day we have but 2 Boats off. the Mate & 1st mate stopping aboard. Have seen but few Whales. Those aboard the ship employed scraping decks, drying the sails & painting the Starboard & Leeward Boats.

Monday February 4th The Mate & 1st mate stopped aboard again to day. Have seen but 4 Whales, going North & 2 going South. Captain Clark employed repairing the Spray Boat, she having been stove by the Whale. the 3rd mate took on the 1st Slang. The Mate & 1st mate employed getting their Boats ready for whaling.

Tuesday Feb 5th The 2nd & 3rd mates stopped aboard to day the other 2 Boats went off whaling. Have seen but 3 Whales all going quick to the North. Those aboard the ship employed painting the Boats.

Wednesday Feb 6th The Mate & 1st mate are off to the Kelp & the other 2 Boats stopping aboard again. A.M. the U.S. Mail Steamer "Senator" Capt Seely arrived from San Francisco. Have seen but 2 Whales & those going South. P.M. the "Senator" departed.

Thursday Feb 7th Sent 2nd & 3rd mates whaling. Have seen but 5 Whales. 3 going North & 2 going South. Those aboard the ship busily employed doing nothing. We are 30 months out to day.

Friday Feb 8th This day blowing a gale from the West, a small schooner, the "Vard", of San Francisco, arrived from the Southward. He brought news from the Whaling fleet, they make a small average. The largest number of whales, having been taken by one ship being 9 some have nothing. He reports that most all the ship have lost men by desertion.

Saturday Feb. 9th Sent the Mate & 3rd mate whaling, but it being very rugged they returned. The remainder of the day every one employed as best suits themselves.

Whaling at San Diego.

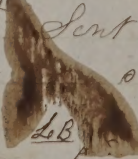
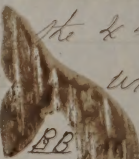
Sunday February 10th 1861

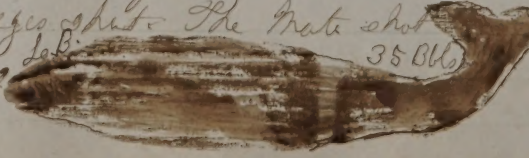
At daylight sent 3 Boats whaling. The Mate being up town 10 A.M. there being a heavy swell on & but few whales we came aboard! The rest of the day some employed claming & some are off Sailing.

Monday Feb-11th Sent 3 Boats whaling. the 3rd mate stopping aboard. Have seen several whales going quick to the North, but nobody was fortunate enough to get a shot.

Tuesday February 12th This day sent 4 Boats to the Kelp. Mr Benjamin (4th mate) shot a whale & the decoit of the Gun. Knocked him overboard. giving him a pleasant Salt water bath" The whale was seen again apparently unhurt but badly scared as it got to sailing. we all left the Kelp. some going aboard & others to Capt Tiltons Sloop. in order to get something to refresh the inner man. so ends this eventful day.

Wednesday February 13th Sent all 4 Boats Whaling. In the afternoon the 2nd Mate shot a whale which ^{WB}  ^{27 B66} killed him ^{ship}  ^{28 B66} killed him ^{inately} towed him into the Harbor & anchored him. It appears that a whale came into the Harbor during the night & died. and as he was drifting out with the tide Capt Clark descried him & took possession. When the tide turned at dark, got both whales alongside.

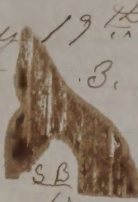
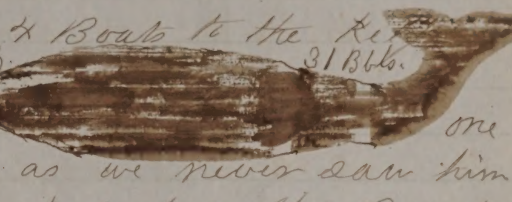
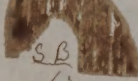
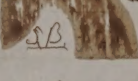
Thursday February 14th Sent 3 Boats whaling the 4th mate stopping aboard. The Mate  ^{4B} shot a whale but without effect. The 3rd mate  ^{BB} also shot one. but frightened him more than he hurt & grieved.

Friday February 15th Sent 3 Boats to the Kelp the 3rd mate stopping aboard. The 4th mate shot a whale - or rather shot at one. for the Bomb went 50 yards over his back. I think he must have had both eyes shot. The Mate shot  ^{35 B66} one & saved him got him along ^{side by} sunset.

Whaling at San Diego.

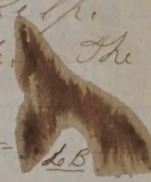
Saturday February 16th /61

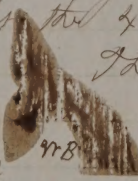
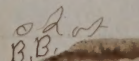
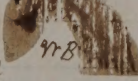
Sent 3 Boats whaling. the 4th mate stopping aboard. Shipkeeper & one boat crew employed cutting the whale. Saw quite a number of Whales. bound North but no opportunity of shooting. Came aboard at Sunset.

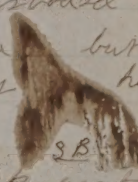
Sunday February 17th Sent 4 Boats to the Kelp. The 4th Mate shot 3.    31 Blk. one of them. I think   as we never saw him again. The Mate fired at a whale but the Bomb exploded before reaching him.

Monday February 18th Sent 4 Boats whaling. saw a number of Whales going North but no one was fortunate enough to get a Shot.

Tuesday February 19th This day has been quite foggy. sent 4 Boats whaling. 4 P.M. Saw a dead whale probably the one that the 4th mate sunk on the 17th. Looked on to him & towed him to the ship.

Wednesday February 20th Sent 3 Boats to the Kelp. kept the 3rd Mate aboard. to help cut the whale. The Mate shot a whale without effect. The U.S. Mail Steamer "Senator" Capt. Sely: arrived from & departed for San Francisco during the day. 

Thursday February 21st This day sent 3 Boats to the Kelp. Kept the 4th mate aboard to help boil out & blow down oil.  The 3rd Mate shot a whale & he came up once spouting  32 Blk. Blood but they  did not see him again. The 2nd Mate also shot one, without effect.

Friday February 22nd Sent 4 Boats to the Kelp. the Starboard boat fastened to a whale a long start off. & started to sea but the Iron drew. upon which the Mate told the 4th mate that he had better go aboard & give some one else a chance. so after dinner we came in. 4 P.M. the whale the 3rd mate sunk yesterday. came up. the 3 Boats towed him to the ship. 

Whaling at San Diego

Saturday February 23rd / 61

Sent 3 Boats whaling the 3rd mate stopping aboard. The mate shot 2 Whales. The first one without effect. The last one. another whale broke water between the whale & the Boat. & the Bomb struck him in the small. The 4th mate shot one & they think he sunk. but I have my doubts.

Sunday February 24th. Sent 3 Boats to the Kelp. the 3rd mate stopping aboard. The mate shot 2 Whales. the first one the Bomb exploded before it reached him the 2nd one did not strike the Whale. The 2nd mate fastened to a whale out of the Stern of the Boat but the Iron soon drew.

Monday February 25th This day sent 2 Boats to the Kelp & 2 Boats to the Southward of the ship, as Capt Clark is getting uneasy. because we have not got a whale the last 2 days. He thought we might do better there than on the Kelp. the result was we saw about 12 whales, while the other 2 Boats saw about 60. The mate shot 2 Whales but without effect. The 3rd mate fastened to one. but soon drew. The mate has fired 8 Bombs. & got no whale. I am afraid his luck has changed.

Tuesday February 26th Sent all 4 Boats off to the Kelp. at noon it being raining & blowing heavy from the S.W. came aboard. The 2nd mate (Gr. East) snapped his Gun at a whale. but the Gun having been loaded 2 days it did not go off until he was taking the cap off when it went off, hurting his hand badly. & the Bomb came very near striking the after-oarsman in the Head.

Wednesday February 27th Sent 3 Boats off to the Kelp. Gr. East stopping aboard on account of his hand. We went as far as the mouth of the Harbor. but it being very fogged, we came aboard. it having blown heavy from the N.W. during the night. We have got oil enough as Capt Clark is getting independent & says any one can go ashore, but cannot take any clothes.

Whaling at San Diego

Thursday February 28th / 61

Sent 4 Boats whaling. The 2nd mate Boat-Star
er (Roache) taking the Warist Boat in his
place. Have seen a great many whales going
North the Mate shot a whale without effect
the 4th mate fired at one ^{LeB} under water but
the Bomb did not strike him. Came aboard at
Sun Set.

Friday March 1st This day sent 4 Boats whaling
The Mate shot 2 Whales & the ^{22 Blk} ^{LeB} ^{22 Blk}
sunk. ^{LeB} instantly. ^{LeB} before
he could fasten to them. Came aboard at Sunset.

Saturday March 2nd Sent all the Boats to the Kelp.
The Mate has shot 3 Whales the 2nd mate 1
& the 4th mate 1 all ^{LeB} without ^{WB} ^{LeB} ^{SB} ^{LeB} effect
This is rather hard luck we have now fired 16 Bombs & have
saved 2 Whales. I do not think that it is from bad
management entirely, but, partly because a greater part
of our Bombs do not explode.

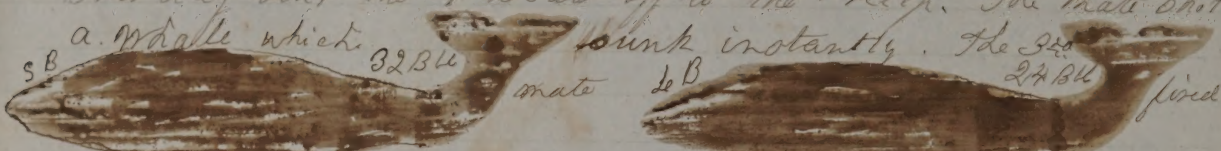
Sunday March 3rd Sent the Boats out long before daylight
to pick up one of the Whales. the Mate shot on
the 1st inst. Two Boats towed him ^{LeB} to the ^{LeB} ship
about 10 a.m. the other one came ^{LeB} up, we ^{LeB} towed
him to the ship. The Mate has shot 2 Whales without effect
owing to the Bombs not exploding. Had both whales cut
in by sunset.

Monday March 4th Sent the 4 Boats off to the Kelp.
The Mate shot a whale but the Bomb did not explode
The 2nd mate shot ^{LeB} a ^{WB} Whale & I think
he sunk, but 48 hours will ^{WB} tell the story.
Have seen a great many whales going quick to the
Northward. Came aboard at sun-set.

Whaling at San Diego.

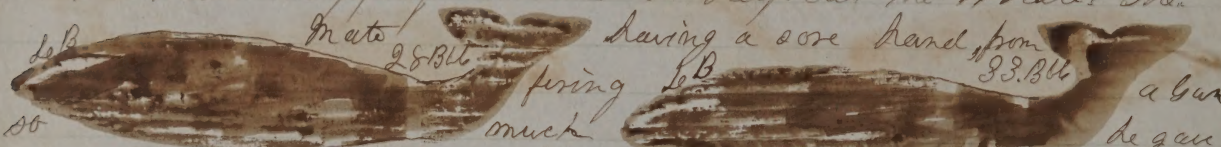
Tuesday March 5th 1861

This day sent the 4 Boats off to the Kelp. The Mate shot a whale which



at one but the Bomb exploded before reaching. The 4th Mate fastened to one & turned him up towed him to the Ship by sunset.

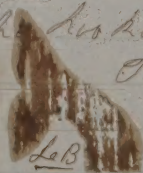
Wednesday March 6th Sent 3 Boats whaling. the 4th Mate stopping aboard to help cut the whale. The



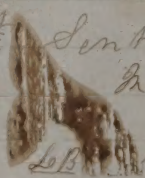
his Boat-steward R. C. Glenney. a chance to try his skill. & he shot 2 whales & sunk both of them. The 3rd Mate shot one which some of them think sunk but I have my doubts. The U.S. Mail Steamer "Senator" Capt Seely: arrived from & departed for San Francisco. Weather has been foggy. This is my 21st Birth day.

Thursday March 7th Sent all the Boats off to the Kelp. S. A. M. the whale the Mate sunk on the 5th inst rose from the dead. The 3rd Mate got him alongside in the afternoon & cut him in. We have seen but few whales & no opportunity of shooting.

Friday March 8th Sent 3 Boats to the Kelp the 4th Mate stopping aboard. when the Boats arrived at the Kelp they found one of the whales that Glenney shot on the 6th inst. towed him into the Harbor & anchored him. In the afternoon the other came up. hooked on & towed both whales to the Ship & cut one in. The mate has shot one whale but without effect.



Saturday March 9th Sent 3 Boats whaling. The 3rd Mate stopping aboard. The Mate shot a whale without effect. This A.M. the 4th Mate picked up a dead whale. But it proved to be one that Filton & Co shot on the 7th. Weather foggy.



Whaling at San Diego.

Sunday March 10th 1861

Sent 3 Boats to the Kelp the 4th Mate stopping aboard. The Mate has shot 2 Whales but without effect. The 3rd Mate shot at a whale with a "Gruener" Whaling Gun but the Iron ^{LB} broke as soon as it struck the whale. ^{LB} ^{LB} ^{BB} came aboard at dusk.

Monday March 11th. Sent 2 Boats whaling the 3rd & 4th Mate stopping aboard. the 3rd Mate to help the ship keep stow oil. & the 4th Mate to go up the Bay in search of fresh water. The Mate shot a whale ^{LB} ^{24 BB} which ^{VB} ^{26 BB} they think ^{VB} sunk instantly for another whale. hovered around the Boat showing an affection for its lost mate that that is seldom witnessed in Count Beasts. but his tarry proved fatal to him. for the 2nd Mate shot him & fastened to him. the Mate also shot at him & fastened to him turned him up & towed him to the Kelp. an anchored him. the 4th Mate returned at 9 P.M.

Tuesday March 12th. Sent all 4 Boats whaling. the Mate shot a whale without effect. the 2nd Mate also shot one. & at the same time the Bow-voorman ^{LB} fastened to ^{VB} him but the Iron soon drew. 3 P.M. we hauled up the whale in the Kelp. & towed him to the Ship.

Wednesday March 13th. Sent 3 Boats to the Kelp, the 4th Mate stopping aboard. When the Boats got to the Kelp they found that the whale the Mate shot on the 11th had come up. The Mate shot a Whale without effect. The 3rd Mate shot 2 with the same luck. at 3 P.M. the 3rd Mate hooked on ^{LB} to the ^{BB} Mate's whale ^{BB} & towed him to the Ship. There are even a great many Whales going North. I shall be heartily glad when the stop running.

Whaling at San Diego

Thursday March 14th 1861

Sent 3 Boats to the Kelp with the 3rd mate stopping aboard. About 12 A.M. the Starboard Boat got fast to a whale which sunk instantly. The Boat-Stewer (A. H. Tripp) having killed him with his Son. S.B. trying to haul him up they parted the line, soon got fast again but S.B. the Son soon drew. Weather continues foggy.

Friday March 15th This day pleasant weather. sent 3 Boats whaling the 4th mate going up the Bay after water. The W.B. Mate shot a whale & S.B. chased him some distance & got fast & saved him. Soon after the 2nd mate shot one & after a good pull they got fast & saved him. Towed both whales to the Ship. The 4th mate returned at 1 P.M.

Saturday March 16th Sent 3 Boats to the Kelp with the 4th mate stopping aboard. On arriving at the Kelp they found the whale that Tripp killed with his Son on Thursday. Towed him to the Ship & went out again. The mate shot a whale but the Bomb glanced. The 3rd mate shot 2 whales but without effect. came aboard at sunset.

Sunday March 17th Sent 3 Boats whaling. The 3rd mate stopping aboard to help cut the whale. The mate shot a whale but the W.B. Bomb glanced. This P.M. a whale came up & went in his flurry, close to the Waist Boat the 2nd mate went on & struck him, & anchored him. It is probably a whale that one of the shore parties shot as they have fired several times to day.

Monday March 18th Sent 4 Boats whaling. As no one came to claim the whale, we towed him to the Ship. The 3rd & 4th mates stopping to S.B. cut him. The mate shot & fastened to a whale & turned him up & anchored him & came aboard.

(71)

Whaling at San Diego

Tuesday March 19th 1861
Sent 3 Boats to the Kelp the 1st & 2nd mate stopping
aboard. The Mate shot a whale. & at the same
time the Boat-steward fastened to him & hauling
but little time he soon took his line.

Wednesday March 20th This day towed the Mate's whale
to the ship. & then sent the Mate & 2nd mate to the Kelp.
Since 11 A.M. it has been quite foggy. Have seen but few whales.

Thursday March 21st This day it is blowing a gale from
the S.E. & we have no Boat off. The U.S. Mail Steamer
"Senator" Capt. Daly: arrived from & departed for San
Francisco.

Friday March 22nd Sent 3 Boats to the Kelp, the 3rd
mate stopping aboard. about 9 A.M. the Mate got
fast & after running some distance ^B succeeded in turning him up. & ^{34 Bbls.} anchored him. 1 P.M. the tide in ~~our~~ our favour
got him alongside. To-morrow the 4th mate goes up the
Bay after 100 Bbls of water. We shall probably be gone
in 3 days as we cannot fill more than 25 or 30 Bbls
a day. & we have got to go about 20 miles after it.

Saturday March 23rd Sent 2 Boats to the Kelp, the
3rd mate stopping to cut the Whale & the 4th mate to go
after water. 1 P.M. we started with our raft of 10 large
Baskets. & reached the Spring at 8 P.M. & built a fire, eat
our supper & rapped ourselves in our Blankets. & went into
the arms of Morpheus. But we were up several times during
the night owing to its being rather chilly, & being disturbed
by some animals who were making the night hideous
with their bellowing.

Sunday March 24th Sent 2 Boats to the Kelp. Our
Boat crew at the Spring, employed baiting water. This
morning hauled the Boat on the beach & rolled him over
for a shelter to sleep under. We found that our musical
neighbors of last night were a herd of about 3,000 Bullock
who are stopping about 1/2 mile from us. they are on the way
to Los Angeles.

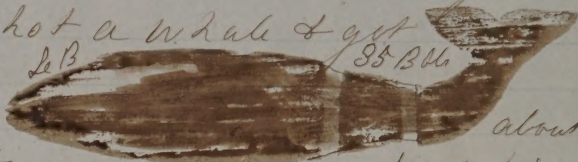
Whaling at San Diego

Monday March 25th 1861

Sent 2 Boats to the Reef. Capt Clark left the ship to day for the Country to visit a Gold mine that is in operation. We are still bailing water. & enjoying ourselves the best we can. This noon our Cook Geo A. Colby. served us up Beef-steaks & onions fried on the shovel. Astor House style

Tuesday March 26th Sent 2 Boats to the Reef.

About 3 P.M. The Mate. shot a whale & got fast to him, he started off ^{at 3} at a rapid pace, after running 6 miles he turned him up & anchored him & came aboard. To day we finished filling our Cask & at low water rafted & anchored them:



~~Wednesday~~ March 27th This day blowing heavy from the N.W. sent the Boats. after the whale but being unable to make any head way, we were obliged to leave him anchored. at high water we commenced towing our Cask. & at 4 P.M. got them about 5 miles. but the tide being against us. & out of food having built the Coffee Bag for breakfast. anchored them & hauled the Boat on the beach & started for the ship. across land. & reached there at Sun-set. The Captain returned to day. This evening he had an altercation with the Mate. and Mr Barnham. has concluded to leave us. as Capt Clark said he could go if he wished. He goes to San Francisco in the Steamer. Good luck attend wherever he goes is my worst wish for him.

Thursday March 28th This morning we started back to our Boat & at high water commenced towing & got as far as Newtown where we stopped. until the tide served. & then started again. The other Boats got the whale alongside. The Capt going in the Mate's place.

Friday. March 29th Sent 2 Boats whaling the mate is to whale it the rest of this month. Got the water alongside at 2 A.M. the whale is badly blasted & if we had got fresh would have made 60 Bbls. at Sunset hoisted in the water.

Lying at an anchor in Sand Diego Harbor.

Saturday March 30th 1861

Sent 2 Boats to the Kelp. & they saw 1 whale. & I am heartily glad that they have pretty much done running. Employed aboard the ship boiling & stowing oil & getting the chains on the windlass.

Sunday March 31st Sent 2 Boats to the Kelp for the last time. at sunset they returned & reported having seen 3 whales. Employed aboard the ship stowing the fresh water between decks & doing other work.

Monday April 1st This day a part of the crew are ashore on Liberty. Those aboard the ship employed getting the Cutting Gear below & scraping off some of the dirt.

Tuesday April 2nd This day our Liberty men returned. Employed aboard the ship washing the decks &c.

Wednesday April 3rd To day the rest of the crew are on Liberty. Employed aboard the ship stowing down the last of the oil.

Thursday April 4th To day we brought a bullock aboard the ship & killed & dressed him. also some Cat & Fish. Hacks. At noon a part of the Liberty men returned. The rest returned in the evening.

Friday April 5th To day we took the Port anchor & left it hanging in the shoe. At 9 A.M. myself with the rest of the Voyagers went up to the U.S. Custom House & were discharged & re-shipped to work the ship to Honolulu. & to stay in port Mr. Loast shipping as Mate & Mr. Stetch as 2nd mate.

Saturday April 6th Employed getting some Cattle & hay aboard that Capt. Clark has purchased. The Carpenter that left us on the 22nd of January. re-shipped with us. He has been working in the mines.

Remarks on our Whaling Season.

Our whaling season is over & I am exceedingly glad. We commenced whaling on the 13th of December & since that time have taken 40 Whales. 20 while they were running South & the same number while they were going North. & by my figures they have made us 1351 Bbls. I do not know how near right I am, for I take what they turn out at the Try-works & then allow for stowing down. Of these whales the Mate (Mr Burnham). has got 19 by shooting before striking them. & his Boatswains 2. & 1 by striking first. making 22 Whales to the Starboard Boat. Mr East (2nd Mate) has taken 6 with his Gun & 2 with his Irons. making 8 to the Main Boat. Mr Stretch (3rd Mate) has taken 1 whale with his Bomb Gun. & 3 with Irons shot by a "Greenross Whaling Gun." making 4 to the Bow Boat. Mr Benjamin (4th Mate) has taken 2 with his Bomb Gun & 3 with Irons. making 5 to the Starboard Boat. We have also picked up 1 Whale.

As regards the whale that the 2nd Mate took on the 15th of March. I leave the reader to judge for himself. Nobody came to claim him. but you might say that we had ought to have informed the shore parties of it. but if as I have since heard. that the whale was shot by one of the Johnson party. I call it a fair exchange. for we have shot a great many whales. & never saw them again & of course supposed they sunk. but we never found them. although they might have come up during the night & drifted off the sea. but I have no doubt but that Johnson & Co picked up many of them. for they got a great many dead Whales. when nobody knew of their having shot for 2 or 3 days. & we are all 3 parties in sight & hearing of each others boats. What is more it is known that they did pick up some of Tilton & Co's Whales. & they are not very fair men in regard to such things.

Tilton & Co have taken 20 Whales. & Johnson & Co 36 Whales. but neither one of them have the amount of oil that we have.

Bound to Honolulu. Island of Oahu. Hawaiian Islands.
Sunday April 9th 1861
At daylight the U.S. Mail Steamer "Senator" Capt
Seely: arrived, bringing us the Mail for the
Sandwich Islands. We then hove up our anchor
& towed the Ship to an anchorage outside of
"Ballast Point". Messrs Burnham (Mate) & Ben-
jamin (8th mate) took leave of us this noon, they go
to San Francisco, in the "Senator". Two of our old
Crew, also left us, for the mines. (H. A. Fairbanks
& L. H. Treat.) Good luck attend them. At 4 P.M.
we got under weigh & stood out of the Harbor.
Got the Anchors on the Bows. At 8 P.M. the Capt
came aboard, set sea watches. Ship heading off shore
with a light Northerly air. Steamer "Senator" in sight
bound to San Francisco. Middle part, calms & light
air ship heading to the Westward. Latter part a fine
Westerly wind. The watch employed in getting the Royal
Yards & sails aloft & bending & setting Stun'sails
also killing & dressing a Bullock. Steering in to the
Southward. Weather pleasant.

Monday April 8th First & Middle parts weather
pleasant with a brisk Westerly wind. Hauled in the
Stun'sails. & hauled the Royals & Top Gallant sail
Latter part weather the same. wind hauling to the
Northward. made all sail. Watch employed in
Stowing the Cables & other Ships duty. Steering
to the South. 7 A.M. saw a large Island bearing S.S.E.

Tuesday April 9th Pleasant weather & a fine breeze
from the Northward & Westward, all these 24 hours.
at daylight. carried away the Main Top Gallant Stun'sail
yard hauled it down & got a new sail & yard ready.
Steering to the Southward & Westward.

Wednesday April 10th First & Middle parts weather pleasant
& a fine breeze from N.W. but hauling into the N.E. Trades.
Latter part weather the same. with light N.E. Trade
winds. The watch employed in. Killing & dressing a
Heiffer & repairing. Mizzen Top Gallant sail it having
split. Steering S.W. & N.S.W.

Bound to Honolulu, Island of Oahu.

Thursday April 11th 1861

Pleasant weather & fine Trade winds all these 24 hours. The Watch employed in bending the main & foremast stay sail. & other ship's duty. Steering W. S. W. & W by S.

Friday April 12th First part, pleasant weather & fine Trade winds. Middle & Latter parts, light Trade winds weather the same. The watch employed killing & dressing a Bullock. & knotting rope-yarns. Steering W. S. W. & W.

Saturday April 13th Light Trade winds & pleasant weather except an occasional squall of wind & rain. all these 24 hours. The watch employed in ship's duty. Steering to the West.

Sunday April 14th Pleasant weather & fine Trade winds & steadily increasing. This is the first Sunday that we have had to ourselves, since December 9th. Steering W by S, so ends this 24 hours.

Monday April 15th First part, fine Trade winds & pleasant weather. Middle & Latter part wind light from the East with squalls of rain. the watch employed in ship's duty Steering into the West.

Lat $22^{\circ} 53' N$

Tuesday April 16th First part wind light from the S. E. hauled in the Stun sails & braced up on the Port Tack. Middle part Calms & light varying winds with squalls of rain. Latter part Wind the same weather pleasant. The watch employed in washing the ship outside. Steering W by S.

Wednesday April 17th First part pleasant weather & light varying winds. Middle & Latter parts, weather the same. with a fine breeze varying from S. to N. W. W. B. A. M. hauled Royal & Mizzes the Gallant sail. Finished washing the ship outside. Steering by the wind working to the Westward.

Hawaiian or Sandwich Island.

Thursday April 18th 1861

First part. a fine breeze from N.W. weather pleasant, set the Royals. Middle & Latter parts weather the same wind hauling into the Trades. & steadily increasing set the Stun' sails. This morning killed the last Bullock reducing our Stock to 2 Cows & 2 Calves. Steering N by S

Friday April 19th First part fine Trade winds & pleasant weather. Middle & Latter parts strong Trade winds with light squalls of rain. The watch employed in Ships duty. Steering W $\frac{1}{2}$ S.

Saturday April 20th Strong Trade winds & pleasant weather. Watch employed in Ships duty. Steering W.

Sunday April 21st Strong Trade winds & pleasant weather. Steering to the West. There 24 hours.

Monday April 22nd Fine Trade winds & squalls of rain. These 24 hours all hands employed washing the Ship inside. Steering W. W. S. W. & W by S.

Tuesday April 23rd Fine Trade winds, with squalls of rain. Finished washing the Ship inside. Steering SW by W. & W by S $\frac{1}{2}$ S.

Wednesday April 24th First part, fine Trade winds & pleasant weather. At Sun-Set the Island of Hawaii ("Owhyhee") in sight bearing S.S.E. per Compass. Middle & Latter parts. wind & weather the same. passed the Islands of "Maui"; "Molokai"; & "Kauai" Steering W.S.W.

Thursday April 25th First part. strong Trade winds. & pleasant weather. the Island of "Oahu" in sight. at 5 P.M. off "Diamond Head" took a Pilot. (Capt Babcock). but it being to late for the Steamer to come out we shortened sail to whole Topsails. 3 sails tacking off & one S.R.R. close hauled on the Port Tack. heading S.E. Middle part. standing off & on "shore". Latter part stood in shore. 8 A.M. the Steam Tug "Pake" took hold of us & towed us to an anchorage. in the Harbor of Honolulu there are but few Ships here now. crossed the Ship

Hastor Journal.

Friday. April 26th 1861

This day I received letters & papers from my relatives & friends. at Sunset all hands went ashore.

Saturday April 27th Weather pleasant. Employed getting Casks aboard. & stowing them for fresh water. 2 arrivals & 2 departures.

Sunday April 28th This is a fine pleasant day. all hands are ashore spending the day. This Evening I went to the "Bethel" but it was not open. No arrivals or departures.

Monday April 29th Weather pleasant & warm. employed getting Beef & Pork aboard. 2 departures no arrivals.

Tuesday April 30th This day sent the Cows & Calves ashore. This P.M. I went before the "American Consul" & was discharged.

Wednesday May 1st This A.M. I went with Geo. M. Nickelson & Geo. A. Colby, to ship in the Whale Ship "John Howland" Capt. Welden: of New Bedford. but they wanted to ship us for 1 year & we would not ship for that length of time. I went & called on a relative of the family who is living here (James Bulford.) & he wants to send me into the Country to live. This evening Mr. Stretch, formerly 3rd mate, but now 2nd mate, had a long talk with me & wishes me to go in the Ship, which I think I shall do.

Thursday May 2nd This A.M. I went before the "American Consul" & reshipped in the old ship for one Northern Season. Mr. Hart goes. Mate: Mr. Stretch 2nd mate: A.M. Triff 3rd mate & Lar' Glenary. 4th mate. This P.M. myself with most of the Crew went out Horse back riding. we had no accident except that Triff, got thrown off & landed in a ditch but it did not hurt him. The Ship "Speedwell" Capt. Green departed for San Francisco.

Harbor Journal.

(71)

Friday May 3rd 1861

This is a warm pleasant day. I have spent most of the time aboard the ship writing letters.

Saturday May 4th This day I spent loafing up at Geo Nickelson's & Walter Bartholomew's room, as we all feel pretty lame after riding so hard.

Sunday May 5th This day I spent at my own room in writing to my Mother & other Correspondents. It is a fine day not very warm as it rained very hard last night.

Monday May 6th To day is very warm, I spent as usual in reading writing & sleeping.

Tuesday May 7th This day ripples off the same as the others I mailed my letters. This P.M. the Clipper Ship "Black Hawk" arrived from San Francisco bringing us news of "Civil War" at home.

Wednesday May 8th This is the day that Capt Clark wanted us to come aboard. but some of us not feeling like working we stopped ashore. & he hired Natives in our places. They have been employed in getting coals aboard & stowing the wood.

Thursday May 9th This morning all hands went aboard employed mending another fore sail & bringing off from shore some Pumpkins.

Friday May 10th This A.M. got our moorings & hauled the ship aboard, ready to go to sea but the wind having been ahead all day we were unable to get out. At Sun Set all hands of us went ashore to take a farewell look at this charming & inviting place.

Bound to the Artic Ocean

Saturday May 11th 1861

This P.M. having a light trade wind. The Pilot (Capt. Becko) came aboard. & we proceeded to sea outside the Reef discharged the Pilot. Stowed the anchors & cables. The remainder of these 24 hours laying off & on. with calms & light winds.

Sunday May 12th First part. light trade wind standing in shore. Middle & latter parts. calms & light varying winds. standing off & on. 7 A.M. sent the Boat in to the Harbor 12 A.M. the Boat. returned bringing off Capt. Black & Mr. Knapp (Boat-steward) Kept off to the Westward.

Monday May 13th All these 24 hours calms & light varying winds. Watch employed in Ships duty. Steering to the Westward.

Tuesday May 14th First part. have had fine Trade winds & pleasant weather. Steering N.W. by N. Middle & Latter parts wind & weather the same. 5 A.M. set Royals & Stun'sails. The watch employed in Ships duty mended the masthead. Steering N.N.W. & N.W.

Wednesday May 15th First part fine Trade winds & squally weather. Middle part weather the same. with a fine breeze from the S.E. but hauling into the Southward & Westward. Latter part weather the same. with a fine breeze from the S.W. The watch employed in ships duty. Steering N.W.

Thursday May 16th First part weather pleasant with a fine breeze from the Southward. Middle & Latter parts a brisk breeze from the S.E. with heavy squalls of wind & rain. accompanied by lightning. Hauled the Royals. Top Gallant sails. Hipped Top-sail & hauled in Stun'sails. Steering N.W.

Friday May 17th First part a strong breeze from the S.E. set Top Gallant sail & Stun'sail. Middle & Latter part wind the same with heavy squalls of wind & rain. with thunder & lightning. It keeps the watch on deck busy making & taking in sail. Steering N.W. by N.

Bound to the Arctic Ocean.

(31)

Saturday May 18th 1861

First & Middle parts a brisk breeze from the Southward. weather equally & rainy. set bigger Top-sail. It keeps us busy & wet through making & taking in sail. Latter part. wind the same weather pleasant. made all sail. Steering N. N. W.

Sunday May 19th First & Middle parts. weather pleasant with a strong breeze from the Southward. Latter part. wind the same. but hauling into the S. W. weather equally. dadded the Royals: Fore & Mizzen Top Gallant sails & hauled in Stun' sails. Steering N. by W.

Monday May 20th First part weather pleasant. with a fine breeze from the Westward. but hauling into the N. W. Middle part. weather the same. wind from the N. W. dadded main Top Gallant sail. Latter part. wind light from the N. W. Set Top Gallant sail. Steering by the wind heading N. by E. & N. N. E.

Tuesday May 21th First part pleasant weather with light N. W. winds. but hauling to the Southward & Westward. Middle part. weather the same. with a light Southerly breeze set the Royals & Stun' sail. Latter part. weather the same with a fine breeze from S. S. W. The watch employed repairing sails. Steering N. W. & N. N. W. by N.

Wednesday May 22nd First part. a brisk breeze from S. W. but hauling to the Northward. Steering N. N. W. Middle part a fine breeze from N. N. W. hauled in Stun' sail. dadded the Royals & Mizzen Top Gallant sail: Latter part a light Northerly wind. Steering by the wind heading to the Northward. & Eastward, until 6 A.M. wore around & stood to the Northward & Westward. Employed repairing sails.

Thursday May 23rd First part. a light Northerly wind but hauling to the Eastward. Steering by the wind heading W. N. W. Sent down the main sail & bent another one. S. P. R. set Royals & Mizzen Top Gallant sail: Middle & Latter parts. calms & light varying winds. Set Stun' sail. Carpenter repairing the Boats. The watch employed strapping the Cutting Blocks. Steering N. by W.

Bound to the Arctic Ocean.

Friday May 23th 1861

First & Middle parts a fine breeze from the Southward. weather pleasant. Latter part. weather foggy. wind strong from the same quarter & increasing. Steering N. N. W.

Saturday May 24th First part. strong Southerly wind. & pleasant weather. Hauled in Stun sail. Danded Rogab. Top. Gallant sails. Miffen Topsail & Mainsail. Employed pumping Ship. Middle part. wind & weather the same. double reefed Fore Topsail. 1 P.M. wind more moderate made sail. Latter part weather the same. wind increasing from the S.W. & hauling to the Westward Hauled in Stun sails. Danded the Rogab. & Top. Gallant sails. Steering N. N. W.

Sunday May 26th First & Middle parts. blowing strong from the West. with heavy squalls with snow & hail. double reefed Topsails. & Danded Mainsail. Latter part wind & weather the same. Danded Fore & Miffen Topsails split the Fore sail. & bent a new one. Steering N. W.

Monday May 27th This day. begins. with a fresh gale from the W. S. W. Steering into the North under double reefed Main Topsail & Fore sail. Latter part gale moderated. Had heavy squalls. of wind & hail. 4 years ago to day my Father died.

Lat $48^{\circ} 13'$ N.

Tuesday May 28th First part set Fore & Miffen Topsail double reefed. Middle part wind light made all sail. Latter part wind out to the N. N. W. Bloe hauled on the Port Tack. Leading N.

Wednesday May 29th First part light varying. winds & pleasant weather. while breaking out a Leak in the Fore-hold discovered the Ship to be leaking in the Port Bow alongside the Stern. at the rate of about 100 Stokes an hour started the Pumps. Middle & Latter parts wind & weather the same. Bloe hauled on the Starboard Tack. Leading S. by W.

Thursday May 30th Pleasant weather. & a fine breeze from W. N. W. all these 24 hours. Watch employed. in Ships. duty. Have seen a number of Hump-back & Fin back Whales. Steering by the wind. Working to windward.

Bound to the Arctic Ocean.

Friday May 31st 1861

First part a fine breeze from W.N.W. Handed Fore Top Gallant sail. Middle & Scatter part. wind light from the same quarter. set Fore Top Gallant sail. Watch employed making spun yarn. Steering by the wind.

Saturday June 1st All these 24 hours. calms & light winds. From W.N.W. & N.W. Steering by the wind. Plenty of Humpback Whales in sight.

Sunday June 2nd Pleasant weather. with light winds from W.N.W. & N.W. set the Royals. The watch employed repairing the Foresail. Steering W. S. W. most of the time.

Monday June 3rd First part. calms & light varying winds weather pleasant. set the Sten's sail. Middle part weather the same. & light winds from the South. Hauled in Sten's sails & braced upon the Port Tack. Scatter part weather foggy, with a fine breeze from the same quarter. handed Royals. Steering W. S. W.

Tuesday June 4th First part weather foggy with a brisk breeze varying from S. to S.E. Handed Top Gallant sail & reefed Tigger Top sails. Steering W. S. W. & by the wind. Middle part wind more moderate. weather the same. 8 P.M. wore around & stood to the Eastward. Scatter part weather the same. & calms set Top Gallant sail. wore around & stood to the Westward. Broke out fresh water. Got up the Kedge Anchor & Chain, & got them over the Board.

Wednesday June 5th This day nearly calm. We are now in the vicinity of the "Fox Islands" & a few hours good wind would carry us into the "Kamtshatka" Sea. Scatter part. calm & foggy. The watch employed between decks repairing the old main sails. Sent down the Fore Topsail & bent another.

Thursday June 6th First part calm. Middle part. light air from S.W. Scatter part a light wind from S.E. finished repairing the main sail.

Bound to the Arctic Ocean

Friday June 7th 1861

First part the fog cleared away, & we saw the land ("Fox Island") on the Port Beam. At 5 P.M. the Island of "Unalga" bore N.W. per Compass 4 miles distant. Middle part stood off shore. Latter part wind the same from off the land & were obliged to stand along to another passage.

Saturday June 8th First part wind very light, are off the Straits of "Onemack" Middle part calm. Latter part a light Easterly wind, standing in for the Straits let them sail

A few remarks on the "Aleutian Islands"

The "Aleutian" or "Fox Island, the ones that have been in our sight for the past 48 hours, are a high mountainous range, extending from the peninsular of "Alaska" in a Westerly direction, about 600 miles. Their summits are covered with perpetual snow. They are inhabited by Esquimaux, & they live in as dirty & filthy a manner as human beings can well exist. They present a ludicrous appearance, to any one beholding them for the first time & would be likely to give him anything but a favourable impression. They are short, square built, & very light complexion. & are very fond of ornamenting their noses & ears with numberless trinkets. but as a general thing quite friendly. & if a passing vessel gets becalmed near the Land they will soon be alongside, in their Canoes made of skins, & ready to trade for liquor & the "Virginia Weed" which ranks among their luxuries, giving in exchange Seal-skins, Ducks, & Eggs. They dress in furs, made from the skins of the Seals & Mice. On "Onemack" Island, from which the Straits that we are bound through, derive their name, is two Volcanoes, in full blast, exhibiting to the passing mariner a grand & imposing spectacle, as well as a fine view of one of the many wonderful works of "Nature" as he indulges in an occasional glance at the "Kiluea" of the Fox Islands

Sunday June 9th First part a fine S.E. breeze. Steering W.N.W. passed into the "Kamtskatka" Sea, by the way of "Onemack" Straits. Middle part a fine leading wind steering W.N.W. Latter part a strong wind from the N.E. Steering N.W. by W. Weather pleasant.

Bound to the Artic. Ocean.

Monday June 10th 1861

All this 24 hours. a fine breeze from N. N. W. Steering N. N. W. at 3 P.M. saw the Land "King Georges" Island. It is covered with snow even at this time of the year. There are a few families of Russians living here who are employed by their respective Government in the collection of Bear Seal Skins. A Steamer visits them once a year to supply them with Coals & Provisions. At 7 P.M. being close into the Land raised a Whale. which Capt Clark called a Polar Whale (Bowhead) we lowered for him. & after he had dodged us for some time. we found him to belong to that species called California Grey. & undoubtedly is better acquainted in the Bays & Lagoons of that State than those who go there in search of him & his brethren of the Finny Tribe. 9 P.M. returned to the Ship. Middle & Leatter parts steering N. W. raised the Island of "St Pauls" another dreary pile of Terra Firma which is inhabited in the same way as King Georges & many others in this cold & uncomfortable region. Watch employed in repairing the old Fore Topsail. it is not very agreeable mending sail this weather. but you shipped to do it & do it you must.

Tuesday June 11th First part. weather foggy. with a strong wind from the S. E. heading by the wind into the N. W. Middle part weather the same. wind hauling more to the Eastward kept off N. N. W. Leatter part no change in the weather. blowing a fresh gale landed Top Ballant sails & double reefed the Top-sails. Unbent the Lower Star's sail.

Wednesday June 12th First part a thick fog. landed Fore & Mizzen Top-sails. Main-sail & Lib. Middle part wore Ship & stood to S. E. Leatter part made all sail heading W. by N.

Thursday June 13th First part a thick fog & a fine breeze from the South. but hauling to the Eastward. Set Star's sails Middle & Leatter parts weather the same with a strong breeze varying from E. to N. E. Steering W. & N. W. by W. Sent down Top Ballant Star's sail. Booms & got the Cutting Blocks aloft.

On the Anadir Sea, bound

Friday June 14th 1861

This day a strong breeze from the N.E. weather foggy, hauled in Stun'sail. Handed Royals: Top Gallant sails: Mizen Top'sail. Fly L.b. & double reefed Fore & main Top'sails. Middle part weather the same, wind increasing & hauling to the Northward. Handed Main'sails L.b. & Fore Top'sail. Storing N.W. Latter part weather clear most of the time, wind moderating from N.N.E. & a.m. spoke the Ship "Henry Kneeland", Kelly, of N. Bedford. Has not seen a whale this season. Same time raised the main land. Cape "Thadens". Coast of Russia in Asia. 9 a.m. set Fore Top'sail: Main'sail & L.b. 10 a.m. set Mizen Top'sail & shook out all the reef. 1/2 past 10 a.m. Capt. Kelly of the "Henry Kneeland" came aboard, ship steering by the wind working to windward. Capt. Kelly reports that some 3 or 4 Ships have taken 2 & 3 whales a piece. & that the 1st Mate of the Ship "Montreal" was killed by a Sperm Whale, he swimming his head into the Boat & making one bite at him, which sent him into Eternity, immediately.

Saturday June 15th First part a light breeze from N.N.E. weather pleasant. Ship steering by the wind heading into the N.W. 1/2 past 6 P.M. parted company with the "Henry Kneeland". Middle & latter part a brisk breeze from N.N.W. weather the same, steering by the wind heading into the N.E. set the Top Gallant sails but the wind increasing handed them & reefed Mizen Top'sails. Unbent the main Topmast Stay'sail & Top Gallant Stun'sails. the "Henry Kneeland" in sight to leeward.

Sunday June 16th First & Middle parts a brisk breeze from N.N.W. weather pleasant. Close hauled on the Port Tack heading into the N.E. The "Henry Kneeland" in sight. Latter part weather the same, with a fine breeze from N.N.E. 3 a.m. wore ship & stood the N.W. set Fly L.b. the land in sight to leeward. 10 a.m. saw 2 whales, which some pronounced to be Polar Whales (Bowheads) & others called them California Greys, but as they were going quick to windward, did not lower for them. The Carpenter employed repairing the Starboard Pump.

to the Arctic Ocean.

Monday June 17th 1861

First part a fine breeze from N. N. E. weather pleasant steering by the wind heading into the N. W. E. P. M. Saw several gangs of Bowhead Whales & lowered the Boats for them, but as they were going quick to the windward no one was fortunate enough to get fast. Middle part a light breeze from N. N. W. weather most of the time foggy. 10. P. M. saw a sail on the weather bow, same time wore ship & stood to the N. E. Latter part weather pleasant, wind the same. Took out the Port Pump & repaired it. The strange sail still in sight to windward; & the Leand in sight to leeward. all these 24 hours.

Tuesday June 18th First & Middle parts. Light N. W. winds, weather pleasant. The Leand & 1 sail in sight. Steering into the N. E. Latter part wind & weather the same. the Leand & 4 sails in sight. Steering into the N. N. E. 1/2 past 11. a. m. spoke & gamed Barque "Cleone" Simmons of New Bedford. 32 months out. 2000 Bbls. the voyage; 3 Whales this season. I found aboard of her a young man (Harry Lutton) who has lived in ire Memphis Tenn. & it seemed quite like meeting an old acquaintance. he being the only person that I have met that was well acquainted there. Bore the Fore Staggerail.

Wednesday June 19th First part. light N. W. winds weather pleasant. 5. P. M. in company with the "Cleone" spoke & gamed Barque "Barnstable" Benson of New Bedford 13 months out 75 Bbls. Sperm. has lowered for whales to day without success. 6. P. M. gamed Ship; "Thos Dickason" Stewart of New Bedford. 9 months out. Bbls. the voyage. 2 Whales this season, was fast yesterday, but the line parted. & has lowered to day without success. Middle part. calms & light baffling air. 11. P. M. parted company with the above vessels. Steering into the N. N. E. Latter part weather the same. with light Southerly air & calms. the Leand & 5 sail in sight. steering into the N. N. E. sent down the Fore Royal. danded their Royal. Fore & Mizzen top Gallant sails.

Lady Franklin's Lament.

To seamen bold who have withstood.
The tempest wild, on the briny flood.
To list a while, and you shall hear.
That will put ^{you} in mind of a sailor dear.

It was homeward bound on the briny deep.
Slung in my hammock, I fell asleep.
I had a dream which I thought was true
Concerning Franklin and his bold crew.

One night, as we neared the Gasmouth shore.
I heard a lady, thus deplore.
She wept a while and then did say.
Alas my Franklin is long away.

Some years ago four ships of Fame.
They bore my Franklin o'er the main
With four hundred seamen bold and stout.
To find a Nor'west passage out.

To find a passage around the Pole.
Where the lightnings flash & the thunders roll.
It's more than any one can do
With hearts united & courage true.

But since that ~~time~~ many a year has past.
And many a keen & wintry blast.
Swept o'er the graves where poor seamen fell.
Their dreadful sufferings no tongue can tell.

Such sad forebodings do give me pain.
Because my husband is across the main.
Ten thousand pounds I'd freely give.
To know on earth that my Franklin lives.

There's Capt Kase, of Seaborough Town.
Brave Cornwall, and Perry of high renown.
There's Capt Ross and many more.
That long have been courasing the Arctic shores.

Lady Franklin's Lament

They cruised East and they cruised West,
On Greenland's shores when they thought best,
Midst dangers and hardships they vainly strove,
And in mountains of Ice their Ships were drove.

In Baffins Bay, where the Whale-fish blows,
The fate of Franklin no one knows,
Which causes many a heart to mourn,
And many a maid to weep for her lovers return

Bound to the Arctic Ocean.

Thursday June 20th 1861

First part. a light Southerly wind. weather pleasant.
Steering into the N. N. W. the Land & 5 sails in
sight 12 P.M. spoke & gained Barque "Florida". Fish.
of New Bedford, 22. months out. 1500. Bbls the voyage. 4 whales
the season. & Barque "Coral". Sisson. of N. Bedford, 34
months out. 1100 Bbls the voyage. 3. whales the season. I
here met with an old shipmate. in the person of the 3rd.
mate (Mr Thompson) of the "Coral." who was our 2nd mate
last season. Middle part a fine breeze from E. N. E. weather
the same. 11 P.M. parted company with the Barque. Close
hauled on the Starboard Tack heading into the Northward.
3 sails & the Land in sight. 3 A.M. considerable drift
Ice in sight wore ship & stood off shore. Latter part
a brisk breeze from the same quarter & increasing. the
weather foggy. Standing off & on shore. hauled Main Top
Gallant sail. Fly bit. double reefed Fore & Mizen Topsails;
3 sails & plenty of drift Ice in sight.

Friday June 21st First part. weather foggy. with a strong
breeze from E. N. E. 1 P.M. double reefed Main Topsail.
hauled Fore & Mizen Topsails. Courses & Lib. & set the
Fore Staysail. 3 P.M. wind increasing. close reefed Main
Topsails & hauled Fore. Staysail. Middle part. wind
moderating from E. S. E. weather the same. set whole Top
sails & Courses. Latter part. weather the same. wind
increasing. from the same quarter. double reefed the Top sails
& hauled the Main sail. Steering by the wind, standing
off & on shore. This is the longest day in the year. It is bright
daylight all night.

Bound to the Arctic Ocean.

Saturday June 22nd 1861

First part, a strong breeze from E.S.E. weather foggy. Steering by the wind heading into N.E. $\frac{1}{2}$ past 6 P.M. saw the Land about 1 mile distant. wore ship & stood to the Southward same time hauled Fore & Mizen Topsails & Fore sail & Lib. Middle part weather the same, wind moderating from S.S.E. set Fore & Mizen Topsails double reefed. Latter part, wind & weather the same. wore ship & stood in shore set the Courses & Lib. saw 1 ship to windward.

Sunday June 23rd First part, weather foggy, wind light from S.S.E. turned the reef out of the Top sail. $\frac{1}{2}$ P.M. shortened sail. wore ship & stood off shore. Middle part, wind the same, weather most of the time foggy. 2 sails in sight to leeward. Latter part, wind & weather the same, wore ship & stood to the Eastward. $\frac{7}{8}$ P.M. the fog clearing up, saw the land, to the N.E. & 1 sail to leeward & 1 to windward, made sail.

Monday June 24th First part calm & light winds from S.S.E. weather most of the time clear. the Land in sight to leeward. & 2 sails. $\frac{1}{2}$ past 2 P.M. lowered the Boats for a Bowhead Whale, but it coming in foggy, we were obliged to give him up, although I don't think that we would have struck him as he was going quick towards the Straits. Middle part, weather most of the time foggy, wind light from the same quarter. 4 sails in sight. Latter part, wind the same from the Southward, weather the same, the Land in sight to the leeward. also 4 sail to windward. Steering by the wind heading into the E.S.E. at 12 A.M. it being thick fog, came to an anchor with the Kedge in 28 fathoms of water, & hauled all sail.

Tuesday June 25th First part, weather foggy, with a fine breeze from S.S.E. 2 P.M. got underweigh. & stood in shore. 5 sails in sight to windward, & 5 at anchor in shore. 4 P.M. a Canoe load of Natives came aboard. 7 P.M. came to an anchor again. 8 P.M. spoke Bark 'Fanny'; Blein; of N. Bedford. 12 months out. 770 Bbls. the voyage. 2 whale this season. Middle & Latter parts wind & weather the same. 9 sail at anchor in shore, & the 'Fanny' to windward. 2 of the Ship are boiling saw plenty of Ice.

Bound To the Arctic Ocean.

(9)

Wednesday June 26th 1861

First part. weather most of the time clear, with a brisk breeze from the S.W. 1 P.M. got underway & kept off to E.N.E. 2 P.M. spoke Ship "Champion" Worth, of Edgartown 7 months out. 100 Bbls. on the passage. nothing the season has seen several Bowheads ~~since~~ she has been lying at an anchor. also exchanged signals with the Ship "Fabius" Smith. of N. Bedford. at an anchor. 8 more sail in sight at an anchor. & 1 underway off shore. 5 P.M. some more Natives came aboard but did not stop. long. hauled up the big cable & beat it. 6 P.M. coming in thick fog. shortened sail & luffed to the wind heading off shore. Middle part blowing strong from the same quarter, weather foggy. until 12 P.M. when the wind moderated. & the fog cleared up. 2 sails in sight. also Ice to the Southward. 1 P.M. the Ice being but $\frac{1}{2}$ mile off & as we could see nothing but Ice as far as the eye could reach from the masthead. our ship stood in shore. & made sail. Latter part. pleasant weather & light air from the S.S.W. Ship standing along the Ice heading to the Northward. 7 sails in sight from the masthead but owing to there being a bridge. we could see 4 more off deck which are at least 25 or 30 miles off. Have seen 2 of them lower for whales. This is a splendid sight as we are running down the Ice, which makes off from shore. some 3 or 4 miles. while the land is covered with snow putting one in mind of winter at home.

Thursday June 27th First part. light Westerly winds, weather pleasant. 2 P.M. lowered the Boat for a Bowhead. we went into the Ice but did not see him again. 6 P.M. dropped the Kedge in 18 fathoms of water. danded the 7 Gallant sails. & settled the top sails down on the Caps. set 3 hour watches. 3 sails in sight. Middle part. light Northerly winds, weather the same. as the ship was dragging her anchor. we gave her 60 fathoms of chain. Latter part. weather the same. wind light & varying. 5 sails in sight. at 6 P.M. sent the Mate. 3rd mate & 4th mate. into the Ice to look for Bowheads. the result was we saw 5. & got within about $\frac{1}{4}$ of a mile of them. they were going quick to the North. Those aboard the ship got out fresh water. & sent down hiffen topsail & bent another.

On Bhering's Straits.

Friday June 28th 1861

First part. calms & light Southerly air. weather pleasant. at 11 P.M. the Boats returned. $\frac{1}{2}$ past 1 P.M. spoke the American Trading Barque "Loe." Sawton. of New London. same time got underweigh. & stood to the Eastward. Capt Sawton reports that the Ship "Magnolia" took a whale yesterday. the Bremen Ship "Republic" & other sails in sight. $\frac{1}{2}$ P.M. spoke Ship "Champion" of Edgartown. reports that the Barque "Fanny" took a whale yesterday. Middle part. weather the same. with light varying airs. Latter part. weather most of the time pleasant with a fine breeze from the Northward. hauled Main Rogel & the Top Gallant sails. 5 sails in sight also plenty of drift Ice. Spoke the Barque "Isabella": Tucker. of New Bedford. 20 months out. Bbl the voyage. 1 whale this season. Ship steering to the Eastward.

Saturday June 29th First part. a fine breeze from the Northward. weather pleasant. 5 sails in sight one of them supposed to be the Barque "Fanny" is boiling. Ship working through the Ice to the Eastward. $\frac{1}{2}$ past 2 P.M. there being plenty of Walrus in sight Capt Clark & Mr West lowered down & they each got one. 6 P.M. they lowered again the Capt getting 1 & Mr West 2. got them alongside & hoisted them in. Middle part. weather foggy. most of the time. wind steadily increasing from the same quarter. hauled Libs: Main sail: Mizen Top sail & double reefed the Fore & Main Top sails. Employed skinning the Walrus. Close hauled on the Starboard Tack heading to the W. Latter part. weather pleasant. wind moderating. raised the Coast of Russia in Asia. 2 sails in sight. Commenced making sails.

Sunday June 30th First part a fine Northerly breeze & pleasant weather. 2 sails in sight. 1 of them boiling. also plenty of drift Ice in shore. Got things ready for smoking Ship. Middle part. weather the same. with calms & light winds from the North. Wore ship & stood to the N.E. 6 A.M. lit the fires & passed up the Hatches. Latter part. calm & pleasant. with light airs from the N.W. the 2 sails still in sight. one of them supposed to be the Bremen Ship "Republic" has been chasing whales.

On Bherings Straits.

(3)

Monday July 1st 1861

This day, calms & light varying airs. with warm pleasant weather. until 2 a.m. when we got a fine breeze from the S.E. & a thick fog set in. Have seen 3 sails. Latter part. weather foggy. wind the same. 4 a.m. there being considerable drift ice in sight. hauled the Top Gallant sails. By 10 & hauled up the Course. Ship Close hauled on the Starboard Tack heading to the Eastward. Saw several California Grey Whales. I forgot to mention that at 2 P.M. we opened the Hatchets & found but 8 Rats that were victims.

Tuesday July 2nd First part. a fine breeze from the S.E. weather foggy. Have seen a number of California Greys. Close hauled on the Starboard Tack heading to the Eastward. 4 P.M. the fog clearing up. raised a large body of ice to the Eastward. 6 P.M. working into it 1/2 past 6 P.M. wore Ship & stood out of it. 2 P.M. came to an anchor with the Kedge. in 30 fathoms of water. & hauled all sail. Bridle part. lying to our Kedge or at least trying to, but it is of but little use. as there is a strong Current. which always sweeps through the Straits to the Northward. & the wind being from the Southward. the Ship walks along with the anchor as fast as she chooses. weather still foggy. Latter part. a fine Southerly breeze, weather the same. we are still dragging. Got the Starboard anchor off the Bows

Wednesday July 3rd First part. a fine breeze from S.E. weather foggy until 3 P.M. when it cleared up & we saw "Fair-way Rock" bearing N.W. per Compass. about 5 miles distant Got underweigh & stood to the West. 4 P.M. saw "Disraeli" Islands. bearing W.N.W. per Compass. about 15 miles distant. also a heavy body of ice. & the American Coast to the Eastward. 7 P.M. running between the "Disraeli" Islands. set in thick fog & falling in with considerable heavy drift ice. we shortened sail. 8 P.M. saw the Ship "Hagnolia" Purser of New Bedford at anchor. under the lee of the above Islands. Bridle part weather foggy. with a strong Southerly wind. Standing off to on. Latter part wind more moderate. 6 a.m. the fog cleared up saw East Cape. bearing W.S.W. per Compass. 10 a.m. came to anchor with the Kedge on the N. side of East Cape. in 51 fathoms. 1 Sloop at anchor

At anchor, at East Cape, Arctic Ocean.
Lat 66° 06' N. } 4th of July 1861. Long 169° 40' W.
I hope that you folks have celebrated this day at home
as it should be, not in fighting & disputing about dissol-
ving the Union for & sincerely hope that it has been
peacefully settled, ours passed off the same as any other
day. & although we are at anchor in the Arctic Ocean
it has been quite warm & pleasant. there has been several
Canoe loads of Natives aboard trading off Walrus
Tusks for Liquor. There is one Schooner from Honolulu
here. there is a large settlement here & they are like
all other Esquimaux, passionately fond of Spirits
Liquors. & the "Virginia Weed" which they obtain
from the different ships which visit these regions, some
for the purpose of trading & others for whaling. They
are in appearance like the Natives of the Aleutian
Islands. Their principle article of food is blubber taken
from the Whale, Walrus & Seal, which they capture in
their Canoes framed of wood & stretched over with the
hide of the Walrus. Their mode of taking the Whale is
to keep throwing bones or spears made of bone with
Pokes (Seal-skins) blown up, attached, into their
victim until he dies. They are very friendly, especia-
lly to shipwrecked crews. At 8 P.M. they all
took leave of us. Have seen 3 sails & plenty of drift
Ice. Middle part standing quarter watches. Latter part
weather pleasant most of the time. E.A.M. having a
fine breeze from the Northward & Westward got
underweigh & stood out into the Straits. Hove
to the Southward again as Capt Clark thinks
that the whales are South of us yet. 1/2 past 8 A.M.
Spoke ship "Fabius" Smith of New Bedford
about 46 months out. Bobs the Voyage. 2 Whales the
season. The American Trading Schooner "Loe" in sight
at the time. 11 A.M. exchanged signals with the
Hawaiian Brig "Hero" Myers of Honolulu, S.C.
at Meridian. Spoke the "Hero" she reports having
seen Bowhead Whales yesterday in the vicinity
of the L'Esperance Islands.

In Bherings Straits off St. Lawrence Bay
Friday July 5th 1861.

First part. a brisk breeze from the N.N.W. weather pleasant. Ship running along the land headed to the Southward. 1 schooner in sight. 2 P.M. lowered the Boats for what Capt Clark called a Bowhead-Whale but what I think was a California Gray. but nobody got near enough to his Whale-ship to tell what he was. Middle & Latter parts weather the same with light baffling air & calms. Have had a number of Natives aboard trading. Capt Clark has also been ashore at one settlement. 5 sails in sight. At Meridian spoke the American Trading Sldr' "Adelia Terry" of San Francisco. We obtained news from her from the Atlantic States until April 18th of San Francisco April 28th reporting that Jefferson Davis President of the "Confederated States of America" says "that he will capture the Federal Capital (Washington) in 30 days & that 75 times 75,000 troops can not conquer the South." I do think that the South has been wronged in many respects, but I think that they might obtain satisfaction in the Union, which ought to be preserved after our Forefathers having fought & bled for it. Therefore I hope that Abraham Lincoln will enforce the laws & preserve the "Glorious old Union" as it always has been.

Saturday July 6th First part light Southerly winds with pleasant weather. Ship close hauled working to the Southward. 9 sails in sight. Middle part wind & weather the same. Close hauled on the Starboard Tack heading to the Eastward. 5 sails in sight also the American Coast to the Eastward & "Diomedes" Island & Fairway Rock to the Northward & Eastward. one of the above ships is boiling. At 1/2 past 2 A.M. spoke her she proved to be the Ship "Robert Edwards" Wood! of N. Bedford about 46 months out 800 Bbls the voyage. 1 California Gray this season. Latter part a fine breeze from the same quarter weather the same. 4 A.M. parted company with the "Robert Edwards" both ships keeping off to the N. for the Arctic. Set Topmast. Star sail

Cruising in the Arctic Ocean.

Sunday July 7th 1861

First part; pleasant weather. with a fine Southerly wind. Steering to the N.W. at 2 P.M. off East Cape 3 seals in sight & 8 vessels at an anchor off the Cape. 4 P.M. hauledⁱⁿ Top mast Stun sail. & unbent it; also sent down the Boom. Middle part wind & weather the same. 2 sails & plenty of California Grey Whales in sight. Latter part weather the same. wind hauling into the Westward. have seen some drift ice & several Walrus. Still steering into the N.W. Handed Main Royal: Rose & Miffen Top Gallant sails. Sent in the Top & bent another. 2 sails in sight. The Sun has not been out of sight during these 24 hours.

Monday July 8th First part. pleasant weather. with a fine breeze from the W.N.W. Steering by the wind heading into the North. until 8 P.M. when we kept off S.S.E. Capt Clark either thinking that the Whales are to the Southward. yet, or what I think is most likely he got chilled through, as he was complaining all day & wants to get into a warmer climate. I would not give much for our seasons work. Middle part weather foggy. wind light from the N.W.E. Latter part weather clear. with calm & light varying winds. Steering S.S.E. Have seen plenty of Walrus. Set Fore & Miffen Top Gallant sails. & Main Royal.

Tuesday July 9th First part. weather foggy with a fine breeze from the Southward & Eastward. Close hauled on the Port Tack heading into the Southward. Mr Hart (mate) lowered & struck & saved 2 Walrus. (Cow & calf) Middle part weather pleasant with a fine breeze varying from E.S.E. to S. 11 A.M. wore ship & stood to the Eastward. 2 A.M. saw the Land Coast of Asia. Latter part weather the same. wind light & varying from S.E. to S. Split Miffen Top Gallant sail, sent it down & bent another. 3 sails in sight also a large field of drift ice. 10 A.M. Sent the Boats among the ice after Walrus they all got one apiece except the 2nd Mate. Handed Main Royal.

On the coast of Russia in Asia.

Wednesday July 10th / 61

First part. pleasant weather, with light winds from the S.E. & sails in sight also some drift Ice & the Land. 4 P.M. spoke & gamed. Ship "Montreal" Towle, of New Bedford, 4 seasons out. (about 2 years) 3200 Bbls the Voyage. 1 Bowhead & 4 California Greys. Whales this season. & has been fast to 4 Grey-backs, to day, but saved none. 8 P.M. spoke & gamed Ship "Julien" Vinegar, of New Bedford. 32 months out. 750 Bbls. the voyage. 2 Bowheads this season. Middle part. weather the same. wind light & varying from W.S.W. to E.S.E. 5 sails. the Ice & the Land in sight. Latter part weather the same. wind light from the Southward & Eastward. 7 A.M. parted company with the "Julien" 1/2 past 8 A.M. parted company with the "Montreal." 4 sails & the Land in sight. Ship close hauled working to the Southward. The Ships all think that the Whales are to the Southward yet, & report most all of the fleet having taken 1 & 2 apiece.

Thursday July 11th First part. a brisk breeze from the Southward & Eastward. weather pleasant. 4 sails & some drift Ice in sight. 5 P.M. hauled Top Gallant sails; Rigger Top sail & Mainsail. 1/2 past 5 P.M. kept off. N. by W. set main Top Gallant sail. Middle part. weather the same. wind moderating from the same quarter. set Rigger Top sail. Latter part weather the same. wind light from the S.E. made all sail. 2 sails in sight. 11 A.M. saw a large body of drift Ice to the North. Steering to the N.E.

Friday July 12th First part pleasant weather; with a fine breeze from the S.E. Sent the Boats among the Ice for Walrus. with the following Success. Capt Clark 1; Mr East 3; Mr Stretch 6; but save only 4; Mr Dipp 5; but saved only 3. Middle part wind & weather the same. Ship Steering by the wind. Employed skinning the Walrus. hauled main Royal & the Top Gallant sails. Latter part. wind the same. weather foggy. Set main & Gallant sail. 9 A.M. kept off N.E.

Off. Cape Lisburne. Russia in America

Saturday July 13th 1861
First part a fine breeze from the S.E. weather foggy. at 2 P.M. luffed to the wind on the Starboard Tack heading E.N.E. at 7 P.M. judging the Land to be not far distant, as we have seen considerable drift wood & ice, came to anchor with the Kedge, in 25 fathoms of water & hauled all sail. Middle & Latter parts weather the same with calms & light South-Easterly airs. Lying to our Kedge, lowered a Boat & picked up some drift wood. Have seen but little ice.

Sunday July 14th First part weather foggy with a fine breeze from the S.E. & steadily increasing. we are still lying to our Kedge. Middle part wind & weather the same until 11 P.M. when the fog cleared up & we saw the Land Cape Lisburne. (Lat $69^{\circ} 05' N$. Long $165^{\circ} 22' W$). bearing about N.E. per Compass. We then got under weigh & stood in shore but finding the ice pretty heavy, after having worked into it about $\frac{1}{2}$ a mile, wore ship & stood to the S.W. same time double reefed the Topsails. Latter part, weather pleasant with a brisk breeze from the S.S.E. 2 sails in sight one of them supposed to be the "Montreal" ship heading into the W.S.W.

Monday July 15th First part weather pleasant with a brisk breeze from the S.S.E. but moderating & hauling to the Southward & Westward, a heavy body of ice in sight to N.W. ship close hauled on the Port Tack, heading to the W.S.W. at P.M. made all sail. at 8 P.M. wore ship & stood to the S.E. Middle part weather the same, wind light from the W.S.W. ship steering S.S.E. 2 sails in sight. Latter part a light breeze varying from S.S.W. to S.S.E. weather the same. The "Montreal" & 1 Barque in sight. Have seen 1 Fog-bark, ship close hauled on the Starboard Tack heading into the Southward & Eastward. We are now so far North that our Compass does not traverse very regular & it is rather difficult to steer by it.

Bound to King's Island.

(9)

Tuesday, July 16th 1861

First part. pleasant weather. with light breeze varying from S.S.W. to S.S.E. 4 P.M. lowered a Boat & picked up a dead Walrus. The Montreal & 1 Barque in sight. also the Coast of Russia in America.

Ship steering by the wind working to the Southward. Middle part weather the same with a light South-westerly air but hauling to the Northward. Ship steering by the wind until 2 A.M. since that time steering S.S.E. Latter part weather the same with a fine breeze from the North. Steering S. by E. & S.S.E.

Wednesday July 17th First part breeze from the North weather pleasant. Steering S.S.E. & S.E. by E. 8 P.M. saw the Land. the Coast of Russia in Asia to the Southward. Middle part weather the same with a light North-Easterly breeze but hauling to the S.E. Ship close hauled on the Port Tack heading to the Southward. Latter part weather the same with a fresh breeze from the S.E. 6 A.M. spoke the Barque "Cosal" Sisson; of New Bedford. has taken nothing since we last saw her in sight at the time. Barque "Magnolia" - boiling also Barque "Florida". & 1 Ship & 1 Barque unknown. Have seen a great many Grey Backs. Ship steering by the wind working to the windward. Handed. Main Royal. Fore & Mizzen Top Gallant sails.

Thursday July 18th First part. pleasant weather with a fresh breeze from the S.E. the Barques "Cosal": "Magnolia": "Florida" & 5 other sails in sight also the Land. some drift Ice. & several Grey Backs. Middle part weather foggy. wind moderating from the S.S.E. the Land & 4 sails in sight. Handed Main Top Gallant sail & Fly Lib. Latter part. weather clear with a fine breeze from the same quarter. made all sail. The Land & sails & some drift Ice in sight. Ship close hauled on the Starboard Tack heading into the Eastward. Our days are beginning to shorten some. as the Sun does. now disappear beneath the horizon. for a hour

Bound to Kings Island.

Friday July 19th 1861
First part weather pleasant, with a fresh breeze from the Southward & steadily increasing. Handed Main Royal: Top Gallant sails: Mizen Top sail & double reefed Fore & Main Top sails. 1 Ship in sight. Ship close hauled on the Starboard tack, heading into the Eastward. 5 P.M. saw the American Coast to the S.E. 2 P.M. wore ship & stood to the Westward. Middle part. a brisk breeze from the same quarter. weather foggy. Latter part. wind moderating from the same quarter. set Mizen Top sail, weather foggy. 10 A.M. wore ship & stood to the S.E. the wind hauling to the S.W. at meridian, not being wind enough for us to hold our own against the current came to an anchor with the Kedge in 30 fathoms water.

Saturday July 20th Lying to our Kedge. with calm & thick foggy weather until 4 P.M. when the fog clearing up a little. & having a light Westerly breeze. we got underway & stood to the Southward. 1 sail in sight at the time. Middle part. light Westerly air. ship laying aback most of the time on account of thick fog. & the Land is not far distant. Latter part. weather the same. with light North-Westerly air. Steering S.

Sunday July 21st First part a light North Easterly breeze. weather clear most of the time. 3 P.M. saw the Coast of Asia. East Cape bearing about S.W. per Compass. 1 Ship in sight. Steering S.E. Middle part. weather the same. with a fine breeze from the N.N.E. but hauling to the N.W. 1/2 past 10 P.M. saw the Wisconsin Island bearing E.S.E. per Compass. 3 miles distant. 11 P.M. some Natives came aboard from the Western Island ("Batmanoff" ~~Island~~) they were all pretty well "how come you so?". they had probably been trading with some ship. but they did not stop long. 1/2 past 12 P.M. saw Fairway Rock to the Eastward. also the Coast of America. Latter part a fresh breeze from the N.W. & pleasant weather. 6 A.M. steering S.E. by E. saw Kings Island bearing E per Compass. Handed Main Royal & the Top Gallant sails. Have seen plenty of Grey-backs. 10 A.M. off Kings Island. kept off S.W. set Main Top Gallant sail.

In Bherings Straits off Indian Point

Monday July 22nd 1861

First & middle part. pleasant weather with a brisk breeze from the N.W. & steadily increasing. Dressed main & top Gallant sail; Fly Ab. & double reefed Fore & Mizzen Top sail. Ship close hauled on the Starboard Tack heading to the N.S.W. 1/2 past 2. a.m. saw the Coast of Asia Indian Point. bearing NW per Compass. Latter part weather the same. wind moderating from the Northward. turned out the reefs & set main & top Gallant sail & Fly Ab. Sent in the Ab for repairs & bent another one. The American Trading Barque "Hoe". & 1 Schooner in sight. Ship close hauled on the Starboard Tack heading in shore. Have seen a great many Grey-Backs.

Tuesday July 23rd. First part. pleasant weather with a light Southerly breeze. 1 P.M. spoke the American Trading Barque "Hoe". Lawton, of New London. who reports that the Ships have done well. at St Lawrence Bay. just where we were on the 6th inst when we spoke the "Robert Edwards". & squared away for the Aster & while we were catching Walrus they were getting Whales. 4 P.M. parted company with the "Hoe". & kept off for East Cape. set Fore & Mizzen Top Gallant sails & main Royal. 2 P.M. off Indian Point some Natives came aboard. Middle part calm & light Southerly air. weather pleasant. Steering to the N.N.W. Latter part weather the same. with a fine breeze from the same quarter. Ship steering to the N. heading into St Lawrence Bay. 4 a.m. saw East Cape to the Northward & Liommedes Island to the Northward & Eastward. & St Lawrence Island to the S.E. 5 a.m. passed the American Trading Schr "Sea Witch". of New London. Have seen several Grey-backs. & 1 sail. This is just our good luck. always where there has been whales. Capt Clark has been preaching up the doctrine all the season that the Whales are in the Straits in July. but instead of anchoring at some good point & waiting for them. he lets the "Robert Edwards" persuade him off up North & then gets back here just in time to see a carcass & hear what the other Ships have done.

In Bherings Straits, off St Lawrence Bay.

Wednesday July 2nd 1861

This day light varying winds & calms. with wet foggy weather. Ship heading to the Northward. hauled Main Royal Fore & Mizzen Top Gallant sails. Have seen some drift Ice in shore. There has been several Natives aboard. Trading $\frac{1}{2}$ past 6 P.M. off "St Lawrence" Bay. saw 3 vessels at anchor in the Bay. one of them boiling. same time lowered the Boats for a Bowhead Whale. with our usual good luck. $\frac{1}{2}$ past 8 P.M. hauled Main Top Gallant sail. & Fly Lib. & instead of going into the Bay to an anchor. Capt Clark braced forward & stood off shore. 12. a.m. the wind came out to the E.N.E. & the fog cleared up some. 2. a.m. saw 8 sails at anchor in the Bay. Latter part. a fresh breeze from the North. with foggy & rainy weather. Ship standing off & on shore. & Capt Clark is moaning & wishing that he was at an anchor which he might have been if he had gone in last night when he had a fair wind. & saved some work & some swearing. hauled Main sail & Mizzen Topsail & while chewing down the Fore Topsail. to reef it. Capt Clark called all the watch to the weather brace. not leaving any one to haul in the slack of the reef-tackles. & the result was that the sail split. which caused our mate to do a great amount of unnecessary swearing. sent it down & bent another. & set double reefed. also set the Mizzen Top sail reefed & the Mainsail. To make things worse. it rained. snowed & hailed the whole time. that we were sending the sail down. This is just the way that things work & all hands are discouraged, it does not seem as though he tried to get oil. & yet he is all the while complaining about his bad luck. 12. a.m. he had the satisfaction of seeing some of the above vessels lower for whales.

Thursday July 2nd It still continues to blow strong from the North. with pleasant weather. 2 P.M. double reefed Main Topsail & hauled the Courses. & Lib. Middle part. weather the same wind. moderating made all sail. Latter part. weather the same. wind increasing from the same old quarter. hauled Main Royal. & Top Gallant sails. Ship steering by the wind working up into the Bay. 8 off the Ship at anchor have got underweigh. 1 sail in sight to leeward

In Bherings Straits off Lawrence Bay.

Friday July 26th 1861

First part a fresh breeze from the Northward, weather pleasant. Ship starting by the wind working up into the Bay. The 2 remaining Vessels got underweigh. 4 P.M. spoke the Barque "Braganza" Turner, of New Bedford, 2 seasons out, 1900 Bbls the voyage. has struck 7 Whales & saved 1, this season. reports that the "John Howland" has taken 7 whales. & the "Reindeer" 9 Whales this season. they got them here in the Straits in Plover Bay & St Lawrence Bay. 7 P.M. parted company with the "Braganza" same time double reefed Topsails & danded Main sail. Capt Clark having decided not to go into the Bay to anchor after having spent the day in beating & trying to get in. & because he saw the Barque running off for him he hauled aback. such things are encouraging. Middle part wind moderating. weather pleasant. made full sail 8 sails in sight standing off & on shore. Latter part. weather the same. wind light & varying. Ship working to the Northward. 8 sails in sight, have seen 1 of them Plover for Whales. the watch employed in repairing the Fore topsail & micing the Walrus blubber.

Saturday July 27th This day light Southerly winds & pleasant weather. Ship steering to the Northward 5 sails in sight. 3 P.M. spoke & gameed the Barque "Nile". Fish, of New London. 3 seasons out. Bbls the voyage. has just come from the Roelias Grounds. where she took 3 Right Whales & 2 Humpbacks. which made them only 200 Bbls. reports that she saw but 2 vessels on the Grounds. 9 P.M. spoke & gameed the Hawaiian Brig "Koholahi" of Honolulu. S.I. 1 Bowhead this season. 11 P.M. parted company with the Brig. 1/2 past 12 P.M. parted company with the Barque. 1 A.M. exchanged signals with the Ship "Good Return" — of New Bedford. Handed Main Royal & Mizzen 1/2 Gallant sail. 2 A.M. luffed to the wind. & stood off & on shore. Latter part light varying winds & calms. Ship working to the Northward. set Main Royal 1 sail in sight. Employed bailing out the Walrus blubber. 1/2 past 10 A.M. covered the Boats for a Bowhead. without success.

Off East Cape, Russia. in Asia.

Sunday July 28th 1861

First part. a fine Southerly breeze. & pleasant weather. Ship steering to the Northward. Employed hoisting the Walrus Clubber 3 P.M. off East Cape. got a strong breeze from the North handed Main Royal. the Top Gallant sails. mainsail & double reefed the Topsails & stood in shore. Middle part. the weather the same. Ship laying a back under the lee of the Land with light varying breeze. ^{saw} a large body of Ice to the Northward which is fast working to the Southward. Latter part. light S.E. winds with foggy weather. Ship standing off & on shore. along the edge of the Ice. 6 A.M. lowered the Boat for what the Cooper called a Bowhead. but what I think was a Grey-back. 7 A.M. boat returned & made sail. 10 A.M. lowered again for 2 Bowheads. but it coming in thick fog we did not see them again. Have seen 2 sails. There has been a number of Walrus a board trading.

Monday July 29th. First part. a light breeze from the Southward. with a cold drizzling rain. Ship working to the Northward through the Ice. 3 P.M. lowered the Boat for what Capt Clark called Bowheads. but after we lowered we saw nothing but a Grey-back. Handed Main Top Gallant sail & Fly. 5 P.M. the wind came out to the Northward. wore ship & stood back to the leeward of the Ice. 7 P.M. double reefed the Topsails. Handed St. & mainsail. Middle part. a strong breeze from the same quarter weather pleasant standing off & on shore. Latter part wind moderating, weather pleasant. made sail. The Ice working to the Southward. Ship steering to the North through the Ice. lowered the Starboard & Waist Boat for Walrus & as good luck would have it the Mate was the only one fortunate enough to get one. The rest of the day wind light & varying. 8 A.M. Ship all clear of the Ice. 12 part 11 A.M. lowered Starboard Boat & picked up large tree which will make a good Topmast Stun'sail Boom. as we need one. having only one which we are obliged to shift over.

Cruising on the Compass Ground. Arctic Ocean.

Tuesday July 30th 1861

This day a light wind varying from S. to E. with snow & rain. Ship steering to N.W. middle part weather dry but foggy. wind light & hauling to the North. Steaming W. N.W. Latter part calm & light varying winds, weather pleasant. Ship steering to the N. Have seen plenty of Grey-backs. also a large body of Ice in shore to the Westward. The watch employed repairing the Fore Topsail.

Wednesday July 31st First part a light Easterly breeze. weather pleasant. 3 P.M. lowered the Boats for Grey-backs without success. 1 sail in sight. Ship close

hauled on the Starboard Tack heading into the N. N.E. middle part wind & weather the same. 1 sail in sight. Ship heading to the Northward & Eastward. Latter part. weather the same. with a fine breeze from the N.E. Ship close hauled on the Starboard Tack heading

N. N.W. 10 a.m. lowered the Boats for a Bowhead without success. 17 sails in sight. 5 of them boiling & most of them chasing whales. At Meridian spoke & gained Ship "Reindeer" Raynor of New Bedford, 9 months out & 50 Bbls Sperm & 1600 Bbls of Whale. the voyage. 9 Bowheads & 1 Grey-back. this season. & Ship "John Howland" Walden of New Bedford 3 seasons out, 4800 Bbls the voyage. 6 Bowheads this season. which made about 800 Bbls

Thursday August 1st This day pleasant weather with a light North-easterly breeze. 19 sails in sight. some boiling & some whaling. sent the Boats aboard the "Reindeer" & obtained 10 Bbls of Beef as our is out. 2 P.M. parted company with the "R" same time spoke & gained "Barque Florida". Fish of N. Bedford 2 Bowheads since we last saw her. they report that the whales were plenty here days ago. 4 P.M. parted company with the "Florida" & "John Howland". 7 P.M. kept off. N.W. middle part weather foggy, wind increasing from the same quarter. 3 sails in sight. Hauled in Royal! Top Gallant sails. 7 1/2 fms & double reefed fore topsail & heading into the N.W. 3 a.m. were ship & stood to the East latter part. wind moderating from the N. 8 a.m. spoke & gained "Henry Kneland". Kelly of N. Bedford. 2 Bowheads since we last saw her. Snowing heavily since 4 a.m.

Off Cape Lisburne, Russia in America.

Friday August 2nd 1861

First part. weather foggy. with a light N.W. wind. 7 P.M. kept off N.E. 2 sails in sight. Middle part weather pleasant. with a fine breeze from the Westward. 9 sails in sight. 11 P.M. luffed to the wind. with the main Top sail aback. heading to the Northward. Latter part. weather the same. with a fine breeze from the S.W. but hauling to the Southward & steadily increasing. 3 A.M. kept off E.N.E. & made sail. 3 ships in sight. 11 A.M. saw the Coast of America Cape Lisburne bearing N.N.E. per Compass. It has been snowing more or less all these 24 hours.

Saturday August 3rd First part. a strong breeze from the Southward. weather pleasant. Ship steering into the N.E. 4 P.M. off Cape Lisburne. shortened sail to double reefed Topsails we found but 4 vessels cruising here. 6 P.M. spoke & gamed Barque "Braganza" Turner, of N. Bedford. has taken nothing since we last saw her has seen about a dozen Bowheads here to day. 7 P.M. parted company with her. Middle part weather the same. wind strong from the S.E. Ship steering by the wind working in shore. 2 A.M. wind moderating made sail. Latter part weather the same. with calms & light airs. Capt. Clark went ashore & shot several Greider Ducks.

Sunday August 4th First part. weather calm & pleasant. Capt. Clark has been in shore again. gunning. the 2nd mate also went in & got a Boat load of wood. 4 sail in sight. 7 P.M. kept off N.N.W. Middle part a light breeze from the S.W. weather the same. Steering N.N.W. Latter part. weather the same. wind steadily increasing from the same quarter. Steering to the Northward & Eastward. Have seen several Grey-backs. some of which Capt. Clark called Bowheads. & was on the point of lowering the Boat for one. & offered to bet \$1000, that it was a Bowhead, although Mr. Stetel had been at the masthead & told him that it was a Grey-back. a large body of Ice in shore. At meridian Capt. Clark & Mr. De la lowered their Boats for White Gampusses. & the Capt. got a small Seal. This is the way he fools away time. & I shall be heartily glad when we are at anchor in Honolulu.

Cruising in the Arctic Ocean.

(107)

Monday August 5th 1861

First part a fresh breeze from the S.W. & steadily increasing. 2 P.M. hoisted main Royal. Main Top Gallant sail. & reefed the topsails. & luffed to the wind heading to W. N. W. Capt Clark. for some reason unknown getting sick of the idea of going up & taking down the North Pole. as he has been saying he would do if he could; a large body of Ice in shore. & I suppose that he will tell the first Edih he speaks that he has been so far North that he could see nothing but solid Ice as far as could be seen from the Masthead. Middle part the weather still continues pleasant - wind moderating from the same quarter made sail. Ship still heading to the W. N. W. Latter part. weather the same, with a fine breeze from the S. S. E. Ship heading to the S. W. saw 1 Ship supposed to be the Ship "Good Return" of New Bedford. - I hope that they are more fortunate in getting oil than ourselves. You folks at home are undoubtedly complaining of the heat about these days but I think that if you were at the Masthead for an hour and a half up in these regions, you would prefer a hot Rum Punch to an Ice Cream. or a Sherry Cobbler. It is just 3 years ago to day since I took leave of my friends. & with my dunnage came on board of this Greasy old Oil Boat I was then in far better spirits than I am now, not that I actually regret it, for experience is a good teacher & I shall profit by his lessons in the future.

Lat 70° 33' N

Tuesday August 6th All these 24 hours weather pleasant with a fine breeze from the Southward & Eastward. Ship steering by the wind heading into the Southward & Westward. hoisted Mizzen Top Gallant sail. Have not seen a sail. & I expect that when we do see the Ships again that most of them will be boiling. & then Capt Clark will say as he said when we arrived on the Compass Ground. "I dear always just 2 days to late"

Lat 69° 13' N.

Cruising in the Arctic Ocean.

Wednesday August 7th 1861

First part. pleasant weather. with a fine breeze from the S.S.E. Ship steering by the wind heading to the S.W. 4 sails in sight. Middle part wind & weather the same saw a large body of Ice. to the Southward & Westward. 11 P.M. tacked Ship & stood to the Eastward 3 sails in sight. Latter part no change in wind or weather. Ship steering by the wind working to windward of the Ice Spoke & gained Barge "Martha" Bailey; of New Bedford 36 months out 1700 Bbl the voyage. nothing this season reports they left plenty of Whales 30 miles to windward yesterday. & several of the Ships were boiling. the Barge "German" in sight. 3 years ago to day we sailed from New Haven.

Thursday August 8th First part pleasant weather. with a fine breeze from the S.E. Ship steering by the wind. working to windward. Lowered the Boats & went into the Ice for Walrus. & as Mr Knapp. who steers the Waist Boat is sick. I had an opportunity to try my skill. at darting an Iron. & I struck 2 Walrus killing them. both with the Iron, the Mate got the 4th mate 3. & Capt. Clark. 1 Calf & got his boat badly stove. 3 sails in sight. Middle part. wind & weather the same. employed skinning the Walrus. The Hearts & Livers. & the Tongues. are very good eating. Ship steering by the wind. 3 sails in sight. Latter part. weather the same. wind from the Eastward. 3 sails in sight 1 of them boiling. Steering by the wind.

Friday August 9th First part. pleasant weather. with a fine breeze from the Eastward 3 sail in sight. & a few Grey-backs. also the Ice. Middle part wind & weather the same. 4 sails in sight. Latter part weather foggy wind varying from the E. to S.E. the French Whale Ship "Caulaincourt" in sight also 3 other Ships. Ship steering by the wind working to the windward. 6 A.M. passed a Whale Carcass. which had not been cut. very long.

On the Compas Ground.

(109)

Saturday August 10th/61

This day weather foggy with a fine breeze from the Southward & Eastward. Handed the Top Gallant sails & Fly-Sib. Latter part wind & weather the same. 6 sail in sight 8 A.M. spoke Ship "Robert Edwards" Wood, of New Bedford, has taken 1 Bow-head. since we last saw her reports that he saw Bowhead Whales yesterday & that the Barges "Catherine" & "Florida" took Whales the day before. Ship steering by the wind working to the wind.

Sunday August 11th First part a light breeze from the Southward & Eastward. weather foggy Ship steering by the wind. The remainder of the day weather the same with calms & light varying airs. Carpenter repairing the stoven Boat

Monday August 12th First part a light breeze from the N.W. weather foggy. Steering S.S.E. 1 Brig in sight boiling Middle part wind & weather the same. Ship laying with the Main Top sail aback. heading to the Westward most of the time. Latter part weather the same with calms & varying airs. set Main & Mizzen Top Gallant sails. 1 Ship in sight, steering by the wind

Tuesday August 13th First part calm & foggy. 2 P.M. Handed the Top Gallant sails. hauled up the Courses & hauled aback the Main Top sail. Middle part weather pleasant with a fine breeze from the Southward. 12 part 1 A.M. braced forward & stood to the Westward. Latter part a fine breeze from the Westward. set Main Top Gallant sail. 8 A.M. passed Ship "Reindeer" of New Bedford. she had 1 Boats down chasing Whales. 4 other sails in sight. 9 A.M. Handed Main Top Gallant sail & Mizzen Top sail. Ship steering by the wind.

Wednesday August 14th First part pleasant weather with a fine Westerly wind. Spoke & gained Barge "Fanny" Blevin of N Bedford, 1 Bowhead & 4 Grey-backs since we last saw her. 3 P.M. lowered the Boats for a Bowhead without success double reefed the Top sails. Middle & Latter parts weather the same wind strong from the N.W. made sail. 5 sail in sight during this day steering by the wind.

Cruising on the Compass Ground.

Thursday August 15th 1861

First part. pleasant weather with a strong breeze from the Westward. 2 sails in sight. 4 P.M. kept off to the Eastward. 9 P.M. luffed to the wind. & double reefed Fore Topsail. Middle part. weather the same, wind moderating from the same quarter. 1 A.M. saw the Land. Coast of America bearing S. by W. per Compass. $\frac{1}{2}$ past 2 A.M. kept off N by E. & commenced making sail, but the wind commencing to increase again double reefed the Topsail. Latter part wind strong from the same quarter. weather still pleasant. landed fifteen Topsail, Main sail & Lib. Steering into the N.E. 11 sails in sight some of them Whaling. 11 A.M. lowered 2 Boats for Bowheads Whales. same time set fifteen Topsail reefed. & Lib.

Friday August 16th First part. blowing fresh from the Westward. with pleasant weather. 1 A.M. called the Boats aboard it being suggested to do anything. 10 sails in sight. Middle part weather the same. wind moderating from the same quarter. 9 P.M. spoke & gained Barque "Cathrine", Hempstead: of N. London. 3 seasons out. 3000 Bbls the Voyage. 8 Bowheads & 1 Grey-back this season. 5 sails in sight. 3 A.M. made sail. Latter part weather the same wind light from the same quarter. $\frac{1}{2}$ past 4 A.M. spoke & gained Ship "Electra" Brown of N. London. 2 season out. 3000 Bbls the Voyage. has been on the Kodiak Grounds this season & took 4 Right Whales & 1 Sperm Whale. there & 3 Bowheads here. Steering by the wind

Saturday August 17th This day pleasant weather & light Westerly winds. 8 sails in sight some of them whaling. Sent the Boat to windward after a dead whale. but it was too old to pay to catch in. 6 P.M. lowered Starboard Boat & picked up a barrel containing about 5 gallons of oil. The Land in sight to the Southward. Middle part wind & weather the same. 6 sails in sight. Latter part. weather the same with a fine breeze from the Southward. 9 sails in sight 2 of them cutting & some of them whaling. Ship steering by the wind until 9 A.M. when that time steering to the Westward. landed Main Royal & the Top Gallant sails.

(111)

Cruising on the Compass Ground.

Sunday August 18th /61

First part a brisk breeze from the S.E. reefed Mizzen. Topsail weather pleasant. Lowered the Boats for a Bow-head Whale without success. 10 sails in sight most of them whaling. & 2 of them, the Barques "Barnstable" & "Florida" boiling. Middle & Latter part weather the same; wind moderating from the Southward. plenty of Grey backs in sight. also 8 sails. some of them whaling & the above Barque & Ship "John Howland" boiling. At Meridian spoke & named Ship "Robert Edwards Wood" of N Bedford has taken nothing since we last saw her. The Watch employed boiling the Walrus blubber.

Monday August 19th First part pleasant weather, with a light Southerly wind. 1 P.M. kept off N.E. in company with the "Robert Edwards" bound to Cape Lisburne & made all sail. 8 sails in sight. 3 of them boiling. finished boiling the Walrus blubber. Middle part. weather sailing. with calms & light varying airs. until 1 A.M. when we got a brisk breeze from the North. hauled main Royal & the Top Gallant sails. 3 A.M. kept off. S.W. for the Compass Ground again. the wind being ahead. to go to Cape Lisburne. Latter part weather pleasant. wind strong from the N. hauled Mizzen Topsail & double reefed Fore Topsail. 10 A.M. luffed to the wind on the Port Tack. 6 sails in sight & 4 of them boiling. while we are filling up Casks with salt water.

Tuesday August 20th First part a strong breeze from the Northward & Westward. double reefed main Topsail & hauled mainsail. Set Mizzen Topsail reefed. Middle part wind moderating from the same quarter. with squalls of snow. Latter part. wind light from the N.W. weather pleasant. made sail. several Ships in sight during these 24 hours 9 of them boiling. supposed to be the following vessels Ships "Corinthian", "John Howland", "Electra" & Barque "Coral", "Florida", "Catharine", & "Barnstable". Finished filling the casks with salt water. Ship staring by the wind.

Cruising in the Arctic Ocean.

Wednesday August 21st 1861

First part. weather pleasant. with a fine breeze from the N.W. several sails in sight. some of them whaling & some boiling. C.P.R. saw the Hawaiian Brig "Koholā" take a large Bowhead. while we poor miserable fellows cant see one let alone getting one. Middle part. weather the same. with a fine breeze from the S.W. we now have about 3 hours of darkness. Latter part. weather the same with a fine breeze from W. several sails in sight. among them the Brig "Koholā" at anchor cutting. The American Coast in sight to the Southward. 1/2 past 10. a.m. spoke & gained Barque "Catharine" Hempstead. of N London. boiling. a large Bowhead. 1/2 past 11. a.m. kept off N.

Thursday August 22nd First part a light breeze from the W. weather pleasant. 6 sails in sight. Staring into the N. T.P.R. spoke & gained Barque "Martha Dailey" of N Bedford. has taken 1 Bowhead since we last saw her. & Hawaiian Brig "Victoria" Stolbrook: of Honolulu. nothing this season. has been as far North as Peary Cape. saw no Whales. & but few ships which are doing nothing. set Fore & Mizen Top Gallant sails & Main Royal. Middle part a brisk breeze from the Southward. weather the same. hauled Main Royal & Top Gallant. sails & reefed Fore & Mizen Topsails. 1. a.m. parted company with the above vessels. Latter part weather the same. wind light from the S.W. made sail. 3 sails in sight. Ship staring by the wind working to windward.

Friday August 23rd First part pleasant weather with a light breeze from the S.W. 9 sails in sight. 3 of them boiling. Middle part weather the same wind increasing from the Southward. hauled Main Royal: & the Top Gallant sails. Latter part weather the same. 10. a.m. reefed Fore & Mizen Topsail. 1/2 past 11. a.m. lowered 2 Boats for a Bowhead without success. as he was going quick to windward. same time. wind moderating from the S.S.W. set Main Top Gallant sail. Staring by the wind heading to the W. also turned the reefs out of the Topsails. 9 sails in sight.

On the Compa's Grounds.

113

Saturday August 24th 1861

First part pleasant weather, with a fine breeze from the S.W. landed main Top Gallant sail. 9 sails in sight. some of them boiling & 2 cutting. Middle part weather the same 10 P.M. the wind shifted to the N. Latter part weather the same with a fine breeze from the N. 9 sails in sight 1 Barque cutting. also saw the Ship "Electra" take a whale several others boiling. 11 a.m. lowered the Boats for a Bowhead without success. Steering by the wind.

Sunday August 25th First part. pleasant weather with a fine breeze from the N.N.E. 3 P.M. lowered the Boats for a Bowhead. without success. for the Ship was luffed to so near the whale that I think it galled him. for the next time we saw him he was going to windward eyes out. 14 sails in sight. several of them boiling. Spoke & gamed ship "Good Return" Fish; of New Bedford 3 years out 1100 Bbls the Voyage. & Whales the season. Middle part weather foggy most of the time wind light from the same quarter. set main Top Gallant sail. Latter part weather foggy part of the time. with a fine breeze from the same quarter. 6 sails in sight. saw the Barque "Catharine" take a whale. 11 a.m. spoke der. Steering by the wind. Whoever dares to peruse these pages may wonder why we do not get ~~x~~ some Whales. I suppose there are various reasons. among others I think he lowers the Boats to near them & the noise in lowering, galls them. & then again we have not got the right sort of a man for a Captain. he is discouraged & he drinks pretty hard. the night we gamed with the Brig "Victoria" & Barque "Nastha" he got so drunk that he could not walk straight. & then he lays & sleeps until 7 in the morning instead of being up & doing this is not the only instance of the kind during the Voyage. I have seen it several times. & I think that if my relatives at home could see the way that things work they would not be quite so anxious to have me remain in the Ship. I do not wish it to be understood that Capt Clark is a bad man to sail with for he is one of the best men in the whole fleet of Ships.

Cruising on the Compa's Ground.

Monday August 26th 1861

First part pleasant weather with a fine breeze from the N. N. E. several sails in sight, some boiling & the Barque "Catharine" & 1 Brig cutting. 5 P.M. lowered 3 Boats for 2 Bowheads. after having tacked back & forth for 2 hours, which there was no need of for the Whales were perfectly still. but Captain Clark was so intoxicated!! that he either could not tell what they were or else he did not know what to do I did not expect to see them after the Boats got down for we lowered so near them, that I thought the Ship would drift over them. but they came up again but to far off for the Boats to get on. before they were done spouting. 1/2 past 6 P.M. we came aboard the Whales having been galled & gone to the windward. Those aboard of the Ship claim that the 2nd Mate (Mr Stet) galled them by sailing over them after they had gone down. Now that is not so. for I belong to the Waist Boat & at the present time I am acting as Boatsteerer in the place of Knapp who is sick, & we did not go within a Ship length of their wake. & what is more we saw the Whales again to leeward of us apparently undisturb. I think the Ship galled them for after they went down the second time they stood along with the Ship right in among the Boats & the next time they were seen they were 1/2 a mile to windward. Capt Clark lowered this time. but he did not remain down long for he being under the influence of Siquor. he could not steer his Boat. & while in pursuit of the Whales he fell overboard. from all accounts I think that if he had been sober we might have had a whale this afternoon. for I am told by the watch on deck that they saw some five or six Whales. it is the first time I ever knew him to be so intoxicated that he could not attend to his business properly; During to his bad luck. this being his first poor voyage. Middle part weather the same with a brisk breeze from the same quarter hauled Main Tuf Gallat sail. Latter part weather the same. wind more moderate from the same quarter. several sails in sight. some of them boiling. we think the Bark "Braganza" took a Whale. Saw 8 Bowheads going to windward.

Cruising on the Compass Ground.

Tuesday August 27th/61

First part pleasant weather with a fine breeze from the N.E. 11 sails in sight. Middle part weather foggy with a fresh breeze from the same quarter. passed 3 Vessels boiling. reefed Mizzen Topsail; Latter part weather the same wind more moderate from the same quarter. Ship steering by the wind.

Wednesday August 28th First part weather foggy with brisk breeze from the N.E. but hauling to the Eastward double reefed Fore & Main Topsails & hauled the Courses & Lib. Middle part weather clear wind light from the E. 1 sail in sight boiling. Set Foresail & Lib. Latter part weather the same wind increasing from the E.N.E. hauled Foresail. 3 sails in sight 1 of them boiling.

Thursday August 29th First part weather foggy wind moderating & hauling to the S.E. 1 sail in sight Middle part weather clear most of the time with a fine breeze from the E.S.E. 1 sail in sight boiling. Latter part weather the same with a light breeze from the E. 2 sails in sight. 9 A.M. spoke & gamed Barque "Florida": Fish: of New Bedford. Has taken 4 Bowheads since we last saw her. 11 A.M. spoke & gamed Barque "Carib": Wagon of San Francisco 4 months out 120 bbls of Walrus oil.

Friday August 30th First part weather pleasant with a light Easterly breeze. turned the reefs out of the Top sail & set the Foresail. 5 P.M. spoke & gamed Barque "Nile": Fish: of New London, boiling has taken 5 Bowheads. in the past week has been to Pez Cape. & reports plenty of Whales there. but had no wind to get on to them. 11 sails in sight. Middle part weather foggy part of the time wind the same. 11 P.M. parted company with the "Florida": "Carib" & "Nile". Latter part wind & weather the same. set Main Top Gallant sail; Fly-Lib & Main sail 5 sails in sight.

Cruising on the Compass Ground.

Saturday August 31st 1861

First part. calms & light Northwesterly winds. weather foggy part of the time. 5 sails in sight. spoke & named Ship "Fabius". Smith; of New Bedford has taken 4 Bowheads since we last saw her & Barque "Nile". "Carib" & Ship "Florida". late. Barque "Florida". she having crossed her after yards. to day. sent 3 Boats aboard of the "Nile" & obtained about 40 Bbls of fresh water we not having enough to last us to the Islands. Middle part. weather foggy with a light N.W. breeze. Ship laying with the Floe Top sail aback. 12 P.M. parted company with the above vessels. Latter part. a fine breeze from the same quarter. weather clear. 4 sails in sight. Steering to the E.S.E. 9 A.M. spoke Barque "Panay" Blwin: of New Bedford. nothing since we last saw her. reports Ship "Henry Kneland". Kelly. 1 whale. kept off N.N.E. At a meridian kept off S.S.E.

To 27 69° 38" N.

Sunday September 1st First part. pleasant weather with a fine breeze from the W.N.W. steering to the Southward & Eastward. 7 P.M. shortened bail to a double reefed Fore & Main Topsails & luffed to the wind on the Starboard Tack. Middle part weather the same. with a fresh breeze from the same quarter. 1 sail in sight. 4 A.M. made sail. same time passed Ship "Florida". boiling. Latter part. weather the same wind moderating & hauling to the N.S.W. 81 sails in sight. 8 A.M. lowered 3 Boats for a Bowhead. Mr. Phipp. (3rd mate) went on. & Randam the boatsteerer started. making his first attempt at starting an Iron at a Whale. & misfired him which made all hands rather out of humor for it was said to be an excellent chance. the whale not being over 2 fathoms off. I hope that if I ever have such an opportunity that I shall do better. than he did. Came aboard 11 A.M. Mr. East lowered to Bomb a Long-back. without success. some of the above ships are boiling & 2 cutting.

Cruising on the Compass Ground.

(117)

Monday September 2nd 1861

First part pleasant with a light breeze from the Southward & Westward. set main Top Gallant sail & Fly Lib. 14 sails in sight; several boiling & Ship "Julien" & Barque "Barnstable" cutting also saw Ship "Fabius" & Barque "Coral" each take a whale, a large body of drift ice to windward. Middle part calm & pleasant. had a fine view of the Northern Lights. Latter part weather the same, with a fine breeze from the S.S.W. hauled main Top Gallant sail & Fly Lib 16 sails in sight passed Ship "Fabius" cutting & Bremen Ship "Republic" boiling, several others boiling & some whaling, saw a Bowhead. did not lower as he was going quick to windward. Ship steering by the wind working up to the ice. Have lowered once for a Bowhead during First part.

Tuesday September 3rd First part pleasant weather, with a brisk breeze from the Southward double reefed Top sails, hauled Courses & Lib. 16 sails in sight, several boiling & some whaling. saw Ship "Electra" & Barques "Hasthe" & "Boaganga" each take a whale. Stood into the ice but seeing nothing swore around & stood out again. Middle part foggy & rainy most of the time. hauled Fore & Mizzen Top sails. Latter part. - weather clear most of the time. still blowing strong from the S.E. with heavy squalls & sails in sight. Laying too on the Starboard Tack. close reefed main Top sail.

Wednesday September 4th First part. weather clear. still blowing strong & hauling into the S.S.W. set Mizzen Top sail close reefed & R.M. wore Ship & stood to the W. 4 sails in sight. Middle part. weather the same. wind moderating & hauling to the N.W. wore Ship & stood to the Southward & Eastward. Latter part weather the same. with calms & light Northwesterly wind. made sail. 8 sails in sight & boiling. Saw a Bowhead going quick to windward. sent in Fore Topmast Stay sail for repairs, bent Mizzen Stay sail. Steering to the Southward.

Cruising in the Arctic Ocean.

Thursday September 5th 1861

First part pleasant weather with calms & light Easterly airs. 7 sails in sight & 4 of them boiling. 5 P.M. while I was at the Mast head. I saw something about 4 miles off. that looked like a dead Whale. Kept off for it & made all sail. also sent the 3rd Mate to take possession of it. 7 P.M. we reached it. it proving to be a Bow-head. Having been dead but a short time. got him a long-side & shortened sail. Middle part a fine breeze from the S.E. weather the same most of the time. got things ready for cutting. 4 sails in sight boiling. Latter part. weather the same. with a light breeze from the same quarter. 5 A.M. commenced cutting in. at Meridian. finished cutting. we found 5 Irons in the Whale & a broken lance & a large quantity of line attached. the Whale we think was lost by the Barge "Carib". of San Francisco as the Irons were marked. with different Ship's names on them. & she had several Irons that had been purchased from different Ships.

Friday September 6th First part weather foggy. with a light breeze from the S.E. cleared up decks. & started the works. 6 P.M. set Try-watches. Middle part weather the same. wind light from the N.E. employed boiling. Latter part wind & weather the same. employed boiling.

Saturday September 7th First part weather foggy. with a light breeze from the Southward & Eastward. Middle part. weather clear most of the time. with a fine breeze from. E.S.E. Latter part. weather pleasant. with a fine breeze from the S.E. made sail. 1 Ship in sight. also a large body of Ice to S.W. employed boiling. Ship steering by the wind working to windward.

Long 172° 15 W.

Lat 69° 25' N.

Cruising in the Arctic Ocean.

Sunday September 8th 1861

First part pleasant weather with a fine breeze from the E.S.E. finished boiling. the whale made about 108 Bbls. the Ice in sight to the S.W. danded main Top Gallant sail. 7 P.M. set sea-watches Middle part weather the same. wind more moderate from the same quarter set main Top Gallant sail & Fly Lib. Latter part wind the same. weather foggy part of the time. commenced stowing down a part of the oil. 1/2 past 10. A.M. several Bowheads in sight lowered 3 Boats for them. 1/2 past 11. A.M. the whale (Mr Dart) got fast to me. Mr Stetch carried me on to him. & fastened with one Iron. Iron Tripp. 3rd mate also got fast. Mr Dart soon killed him. but it came in thick fog & we lost sight of the Ship. & had to lay by him.

Monday Sept 9th First part. weather foggy part of the time. with a fine breeze from the S.E. 3 P.M. the fog clearing up got the whale alongside & commenced cutting. 8 P.M. made all fast set try-watches & danded all sail. Middle part weather foggy wind steadily increasing from the same quarter. Latter part weather the same, blowing strong from the S.E. finished cutting.

Tuesday Sept 10th First part weather cold & raining; still blowing strong from the S.E. cleared up the decks 5 P.M. set try-watches. Middle part. wind moderated & shifted to the N.W. weather foggy most of the time. Latter part weather the same & snowing. wind steadily increasing from the N.W. cleared away the head. & commenced stowing oil. have seen several Bowheads.

Wednesday Sept 11th First part weather clear but very cold with a brisk breeze from the N.W. started the works. & stowed some oil. 7 P.M. saw heavy Ice to the S.E. set try-watches Middle part wind & weather the same. Latter part blowing fresh from the same quarter with snow. set bigger Top-sail close reefed. employed boiling.

Cruising in the Arctic Ocean.

Thursday September 12th 1861

First part. weather cold & snowing; still blowing strong from the N.W. at dark cooled down the works. Middle part weather the same. wind hauling to the N. Latter part still blowing strong from the N. weather the same. Started the works again. 2 A.M. wore Ship & stood the W. 1/2 past 11 A.M. set main Top sail close reefed.

Friday Sept 13th First part. cold. with squalls of snow wind moderating & hauling to the N.W. 5 P.M. cooled down the works 6 P.M. set Fore Top sail double reefed & Lib middle & Latter parts weather the same wind still moderating & hauling to W. shook the reefs out of the Top sails & set the Courses. finished boiling & commenced stowing oil. Stowing by the wind. 7 P.M. While I was endeavouring to stop lighter an Iron I cut my hand pretty badly. for which I am very sorry for I want to get a whale to the Waist Boat. but this is some of my good luck.

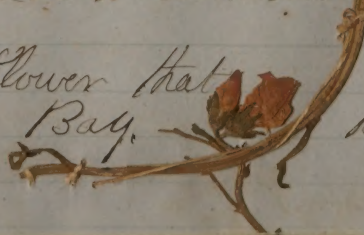
Saturday Sept 14th First part weather clear & cold. wind light & hauling to the S.W. set the Top Gallant sails. all hands employed stowing oil. Middle part weather the same. wind light from W. S.W. standing sea watches. Latter part weather the same. wind light & varying from W. S.W. to S. S.W. finished stowing the oil. Ship close hauled on the Port Tack. heading to the Westward.

Sunday Sept 15th First part. weather pleasant but cold. wind light & hauling to the N. cleared up decks. Middle part wind & weather the same. Ship heading to W. Latter part weather the same. wind light from the N. 8 A.M. plenty of Bow heads in sight. lowered 2 Boats without success. 10 A.M. lowered again with the same luck as the whales were going quick to windward.

in Plover

A. Flower that
Bay.

was gathered
Plover's Straits



Cruising in the Arctic Ocean.

Monday September 16th

First part. weather pleasant & cold. wind light from the N.E. 5 P.M. lowered 3 Boats for Bowheads. but it being so late. we did not get fast. shortened sail. & hauled aback the Fore Topsail. Middle part weather the same. wind light & hauling to the N.W. saw the Ice to the S.E. Ship laying aback most of the time. Latter part wind light from the N.W. weather the same. 7 A.M. lowered 3 Boats for Bowheads. Capt Glark going down & taking the 3rd mate to steer him. he soon got fast. to one & killed him. the other 2

Boats also fastened to him. 9 A.M. got him alongside. & commenced cutting. We have a fine chance now

to take oil. If we only have the weather. there are plenty of whales in sight & perfectly still. & no other ship to trouble us. We are rather short handed. 2 of our Boat-steersmen being laid up. & 2 forward besides myself. I being able to work with only one hand. The 4th mate is now steering. Mr Stretch. Longitude $172^{\circ} 35' W.$ Lat $70^{\circ} 43' N.$

Tuesday Sept 17th First part. weather pleasant but very cold every thing freezing. wind light from the N.W. 7 P.M. finished cutting. double hoisted the Topsails & stood of on the Port Tack. set try-watches. wind & weather the same. the watch chased away the lead. &c. Latter part wind light from the S.W. weather the same. 7 A.M. lowered 3 Boats for Bowheads. Mr Dart got fast to one. but having but little line the whale took it as soon as he surfaced. & after an unsuccessful chase of an hour they gave him up. and came alongside. but soon started to leeward after more. Shook the reef out of the main Top sail & set main Top Gallant sail. I wish we could get 3 or 4 more whales. I start for the Sandwich Islands for we are out of potatoes & coffee. & our supply of fresh water is getting low. & we have but little meat left.



Cruising in the Arctic Ocean.

Wednesday September 18th / 61

First part. pleasant weather; with a fine breeze from the S.W. 1 P.M. the 2nd mate (Mr Stretch) got fast to a large Cow whale. & soon had her spouting blood; the other 2 Boats also fastened to the same whale. 3 P.M. got her alongside & commenced cutting in. 7 P.M. made all fast. set try-watches. hauled Fore & Mizen Topsails. Middle part weather the same. with a fine breeze from the S cleared away the head &c. Latter part weather the same wind increasing & hauling to the W. 9 A.M. commenced cutting again. 1/2 past 11 A.M. finished & set double reefed Topsails & Foresail. Kept off S.E. bound out. Capt Clark, not considering it safe to stop any later, as he thinks bad weather is coming on. & that solid ice is not far off. + he thinks his Chronometer is out of the way.

Thursday

Thursday Sept 19th First part a brisk breeze from the W. weather foggy & snowing. started the works. Steering S.E. Middle part weather the same. wind moderating & hauling to the N. 3 A.M. made all sail. Latter part a fine breeze from the N. weather the same until 8 A.M. when it cleared up. same time spoke & gained Barque "Braganza" of N Bedford. boiling a whale. the only one they have taken since we last saw them making & the season.

Friday Sept 20th First part a fine breeze from the N & hauling to the N.E. weather pleasant. saw several Grey-backs. hauled Top Gallant sails. Middle part. wind the same. & hauling to the N. snowing all the time. Ship laying aback most of the time judging the Land not to be far distant. passed 1 Shih boiling. Latter part a brisk breeze from the N. weather foggy & snowing most of the time. 1/2 past 10 A.M. saw the Coast of Russia in Asia bearing S.S.W. Kept off S.E. made all sail. cooled down the works & commenced stowing oil.

Bound. to the Hawaiian Islands. (123)

Saturday September 21st 1861
First part a brisk breeze from the N.W. weather clear but cold. Steering to the S.E. 4 P.M. off East Cape. 6 P.M. kept off S.W. Loomes Islands in sight to the S.E. hauled Main Royal & the Top Gallant sails. Middle part weather the same, wind hauling to the N.E. made sail. Latter part, weather the same, with a brisk breeze from the N.E. 9 A.M. started the works. Steering to the S.W. 12 A.M. saw St Lawrence Island. bearing S.E.

Sunday Sept. 22nd First part, a fresh breeze from the N. & increasing. weather pleasant. hauled Royal; Top Gallant sails & huffed Top sail, coiled down the works at dark. double reefed Fore & Main Topsails. Middle part, wind moderating. weather the same. made all sail 4 A.M. started the works. Latter part, no change in the weather, with a fine breeze from the N. Employed stowing oil & boiling. Steering to the Southward.

Monday Sept 23rd First part pleasant weather, with a light breeze from the N. & hauling to the S.W. 6 P.M. saw Foxe's Islands bearing S.E. Middle part weather the same with calms & a light S.W. breeze. Latter part weather the same, wind light & hauling to the N. saw 2 sails in shore. Steering to the Southward & Eastward. Employed boiling.

Tuesday Sept 24th First part, pleasant weather, with a light Northerly breeze. 3 sails in sight in shore, which Capt Clark thinks have got Boats ashore after White Star. as these Islands are covered with them. Steering to the S.E. 6 P.M. coiled down the works. Middle part, weather the same, with calms & light South-easterly winds. Steering to the wind, working to the Southward. Latter part, weather same, with a fine breeze from S.S.E. 5 A.M. started the works. 9 A.M. hauled Royal & Top Gallant sails. Stowed oil, covers, Pinbacks & Foxe's Island in sight. Steering by the wind working to windward.

Bound to Honolulu. Island of Oahu.
Wednesday Sept 25th 1861

First part a brisk breeze from the S.E. & increasing. weather pleasant. double reefed Top sails. Middle part. weather the same. part of the time the remainder foggy. wind the same. hauled Fore sail & Lib. Latter part wind & weather the same. finished boiling. Ship closedauled on the Port Tack.

Thursday Sept 26th First part. weather foggy. wind steadily increasing from the S.E. Close reefed Mizen Top sail & hauled Fore & Main Top sails. I.P.M. set quarter watches. Middle part still blowing fresh from the same quarter weather clearing. Latter part. weather the same. wind more moderate. Ship laying to on the Port Tack. heading S.W.

Friday Sept 27th First part weather cloudy. wind hauling to the Eastward & increasing. I.P.M. set quarter watches. Middle part wind & weather the same. Latter part weather clear. wind more moderate. Ship laying to on the Port Tack heading S.S.E. & S.

Saturday Sept 28th First part. weather pleasant. wind moderating & hauling to the S.E. Middle part wind the same. wind moderating from the S.E. Standing quarter watches. Latter part a fine breeze from the same quarter. weather the same. I.A.M. Hept off N.W. in order to go around the Aleutian Islands. set Fore & Main Top sails reefed. Lib & Fore sail. all hands employed stowing oil.

Sunday Sept 29th First part. a fine breeze from the S.E. weather pleasant. made sail. employed stowing oil. also sent the P.L. Ab in for repairs & got the Starboard Anchor on the Bows. Steering N.W. & S.W. Middle part wind & weather the same. Steering S.W. by S. Latter part wind & weather the same. Steering by the wind heading S.S.W. & S.W. sent down cutting & stowed it below.

He at 58° 09' N.

Hawaiian or Sandwich Islands

125

Monday September 30th 1861

First part a fine breeze from the S.E. & increasing. weather pleasant. hauled Top Gallant sails. Steering SW by S. Middle part. weather rainy. wind increasing from the same quarter. double reefed Topsails & hauled the sheet having parted. Latter part wind more moderate from the E.S.E. weather the same. shook one reef out of the Topsails. 9 A.M. wind increasing again double reefed the Fore Topsail. hauled Courses, sent down the main Topsail & bent a new one. Steering by the wind heading into the S.

Tuesday October 1st First part pleasant weather with a brisk breeze from the E. Steering S.S.E. set Lib & mainsail. Middle part. weather squally. wind strong & hauling to N. Steering S. by E. Latter part wind & weather the same. made all sail. Steering S. by S.S.W. Carpenter employed making a new Fore Topmast Stun' sail Boom. The watch employed repairing Fly-Sil & striving. the cutting Stage & Fry-work gear below.

Wednesday Oct 2nd This day. pleasant weather with a brisk breeze from the N. & hauling to N.W. Steering S.W. Middle part weather the same wind more moderate from the N.W. 11 P.M. shortened sail & luffed to the wind with the Fore Top-sail a-lack. heading to the Westward. judging the Land not to be far off. 5 A.M. kept off S. E. & made all sail. Latter part weather the same, with a fine breeze from the W. with squalls of wind & rain. bent Fly-Sil. sent Fore Topmast Stun' sail Boom aloft bent Topmast & lower Stun'sails & set them. Steering S.S.E. & S.E. by S.

Thursday Oct 3rd First part pleasant weather with a strong breeze from the N.W. & steadily increasing with heavy squalls; bent the Fore Royal. hauled in Stun'sails & hauled main Royal. Fore & higger Top Gallant sails & 11 P.M. weather the same. with heavy sea running. hauled main sail. Latter part. weather the same. wind more moderate from the same quarter. made sail. The watch employed tearing down the Fryworks order to have them rebuilt. Bar steering S.E.

Bound to Honolulu, Island of Oahu.

Friday October 4th 1851

First part. pleasant weather. with a fine breeze from the W. Middle part weather the same wind light & hauling to the S.W. Been steering E.S.E. Latter part weather foggy & rainy. wind light & hauling to the S.E. hauled in Stun'sails, danded Rogals & Top Gallant sails & boaced up on the Starboard Jack heading to the E.

Saturday Oct 5th First part weather foggy & rainy wind steadily increasing from the S.S.E. Steering to the Eastward. double reefed Fore & Main Top sails. danded Biggeren Topsail & Lib. Middle part. weather the same, wind ~~more~~ moderate & hauling to the S.W. made all sail Steering E. by S. & E. S.E. Latter part weather clear. most of the wind hauling to S. danded Rogals. Fore & Biggeren Top Gallant sail. Steering E. by S. & E.

Lat 47° 56' N

Sunday Oct 6th First part a fine breeze from the S & hauling to the S.W. weather clear. Steering E. by S. made all sail. Middle part weather squally. wind increasing from the S.W. danded Rogals & Biggeren Top Gallant sail. Latter part weather pleasant. wind hauling to the W. & increasing danded Biggeren Topsail. Steering E. S.E. Employed tearing down the Fore-works & stowing the pots below.

Lat 46° 18' N.

Monday Oct 7th First part pleasant weather. wind moderating from the W. Set Biggeren Topsail, Biggeren Top Gallant sail; & Rogals Middle part. wind & weather the same. Latter part weather rainy. part of the time, with calms & light N.W. winds. Went down Main Royal Yard for repairs. sent in the Fly-Lib. & bent another one. sent Main Top Gallant Stun'sail Boom aloft. & set the Stun'sail. also finished tearing down the Fore-works. Been Steering S.E. by E. The Ship now heaves about 300 strokes an hour. but we keep her free by pumping twice a day.

Hawaiian or Sandwich Islands

(127)

Tuesday October 8th 1861

First part weather rainy, wind calms & light winds from N.W. to N.E. danded in Stun' sails danded Royals & braced up on the Port Tack. Middle part. weather pleasant with a brisk breeze from the N.E. but dauling to N. 9 P.M. danded Fore & Mizzen Top Gallant sails & Fly-Sib. 12. a.m. set them again & the Main Royal. Latter part. weather the same. wind light from the N.N.E. set Fore Royal & the Stun' sails. The watch employed scraping the Whale Bone. Have been steering S.E. by E.

Wednesday Oct 9th This day, warm pleasant weather with a fine breeze from the Northward. The watch employed scraping the Whale Bone. Have been steering S.E. by E.

Long. 166° 03' W Lat 40° 56' N

Thursday Oct 10th First part. warm pleasant weather with a light breeze from the N.W. The watch employed scraping the remainder of the Bone. Middle part. weather the same. wind light & dauling to the E. danded in Stun' sail. & braced up on the Port Tack. Been steering S.E. Latter part rather the same. wind light & dauling to the S.E. steering by the wind heading S. by E. & S 1/2 E. Course S.E. The watch employed repairing the Main Topsail. also bent the Main Topmast Stay-sail.

Lat 39° 48' N

Friday Oct 11th First part. pleasant weather. with a light breeze from Southward & Eastward. 1 P.M. were around on the Starboard Tack heading to the Eastward. danded the Royals. The watch employed repairing the Main Topsail. Middle part. wind steadily increasing & dauling to S.S.W. danded the Top Gallant sails & Fly-Sib. & double reefed the Topsails. Steering E. S. E. Latter part. weather the same. wind more moderate from the same quarter. shook one reef out of the Main Topsail. Steering E. S. E.

Lat. 39° 11' N

Bound to Honolulu. Island of Oahu.

Saturday October 12th

First part. weather pleasant. wind moderating. & hauled to the S.W. turned the reefs out of the Topsails Storing E.S.E. & S.E. Middle part. weather the same wind increasing & hauling to the S.S.W. again. set the Fore & Main Top Gallant sails. but the weather came in squally. hauled them again. Latter part. weather squally. with a fine breeze from the S.S.W. set Main Top Gallant sail. Bear stowing S.E. Lat. 37° 02' N

Sunday October 13th First part. a fine breeze from the S.S.W. with heavy squalls of wind & rain. hauled Main Top Gallant sails. Storing S.E. Middle part wind the same. until 10 P.M. when it shifted to W.N.W. & moderated. made all sail. & kept off S.E. by S. but this did not last long. for at 12 P.M. it shifted back to the Southward again. & we had to brace up on the Starboard heading to the E.S.E. hauled Main Royal. Latter part. a fine breeze from the S.S.W. with squalls of wind & rain. hauled Top Gallant sails. The watch employed washing the Whale Bone. Storing by the wind heading to the S.E. Course S. by E. Lat. 35° 11' N

Monday Oct. 14th First part. pleasant weather. with a fine breeze from the S.S.W. set the Top Gallant sails. the watch employed washing the Whale Bone. Middle part weather the same. wind increasing from the same quarter. hauled the Top Gallant sails. double reefed Fore Topsail & hauled Mizzen Topsail & having split. Latter part weather the same. & blowing fresh from the same quarter. double reefed Main Top sail & hauled Main sail. sent down the Mizzen Topsail. all hands employed wash Bone. & repairing Mizzen Topsail. Bear stowing by the wind heading to the S.E. I wish we could get a fair wind. & get in Port. for we are living very poor. & some of the Ships company have troubles of the Scoury. & most all of us feel unwell

Lat 34° 53' N

Hawaiian or Sandwich Islands (129)

Tuesday October 15th 1861

First part. pleasant weather, wind moderating from the Southward & Westward, set main sail & Lib. All hands employed washing the Bone, also finished Mizzen Topsail & bent it. Steering by the wind heading S. E. by E. Middle part. weather the same most of the time wind still moderating, at 10 P.M. it shifted to the N.W. made all sail. Steering S. Latter part. weather raining, wind light, most of the time & hauling to the Eastward. The watch employed washing the Bone, Steering S. by E.

Lat 32° 43' N

Wednesday October 16th First part pleasant weather, wind light & hauling to the Southward, hauled Royals, hauled in the Starboard sails, & braced upon the Starboard Tack. The watch employed washing the remainder of the Bone. Middle part weather the same, with a fine breeze, from the same old quarter S. S. W. steadily increasing, hauled Fore & Mizzen Top Gallant sails & Lib. Steering by the wind heading to the S. E. Latter part, rather the same, with a brisk breeze from the same quarter, sent down the main Top Gallant sails for repairs, also sent down the Fore Top sail & bent another & set double reefed, & reefed the Mizzen Top sail. The watch employed repairing the main Top Gallant sail & drying the Bone, Steering by the wind heading to the S. E.

Lat 31° 42' N

Thursday Oct. 17th First part. blowing fresh from the S. S. W. weather pleasant, most of the time, double reefed the main Top sail, the watch employed in finishing the main Top Gallant sail & bending it. Steering by the wind heading to E. Middle part, weather, raining part of the time, wind light, until 10 P.M. when it shifted to the N. & began to increase. Steering to the S. made all sail. Latter part. weather pleasant, with a strong Northerly breeze, the watch employed drying the Bone & repairing the main Top sail. Steering S.

Lat 29° 42' N

Bound to Honolulu Island of Oahu.

Friday October 18th 1861

First part. pleasant weather. with a brisk breeze from Northward. The watch employed drying the Bone.
Middle part. weather the same. wind increasing & hauling to N.W. Latter part. weather the same. wind more moderate. & hauling to the W.N.W. with heavy squalls of rain. The watch employed drying the Bone & making Ratlin-stuff. Been steering S by W.
Lat 26° 42' N.

Saturday Oct 19th First part. pleasant weather. with a fine breeze from the Westward & hauling to the Southward. with heavy squalls. split the Fore (Top Gallant) sails sent it down. & bent another. The watch employed in Ships duty. Steering S. by W. Middle. part. calms & light squalls. of wind & rain from all points of the Compass. hauled in Stun-sails & banded the Royals. & Mizen Top Gallant sail & Fly-Jib. This is a black day in our calendar. At 9 O'clock & 15 minutes P.M. Floak Roach (Boat-stewer). a native of the Cape de Verde Islands. died of Consumption aged 35 years. We have lost a good shipmate. & friend. But I hope & trust that he now rests in peace. Latter part. weather pleasant most of the time. with a fine breeze from the Southward. Banded Top Gallant sails & mainsail. all hands employed. washing the ship inside. Ship steering by the wind heading to the Westward. At 10 O'clock & 15 minutes A.M. we consigned the last mortal remains of our late shipmate to the bottom of the deep. This burial ceremony. was a disgrace to Capt Clark. in fact we had no ceremony at all. as soon as the body was prepared. for interment. it was laid on the Gangway board. & the wheel put bare up. & as soon as the ship came about by the lee. the body was launched to its last resting place. with not a word spoken by anybody. all hands were disgusted with such proceedings. Capt Clark did not even order anyone to stop working. We have seen several burials at sea but never saw so little respect shown to the dead.
Lat 25° 03' N.

Hawaiian or Sandwich Islands.

(13)

Sunday October 20th 1861

First part. pleasant weather. with a light breeze from the Southward. made all sail. all hands employed in washing the ship inside. Steering by the wind heading to the Westward. Middle part wind & weather the same. Ship heading to the Westward. Latter part weather the same. with a light breeze from the N.S.W. The watch employed washing the ship outside, repairing the rigging & buncing the Whale Bone. Steering by the wind heading to the Southward.

Lat 24° 42' N

Monday Oct 21st First part pleasant weather. with a light breeze from the Westward. The watch employed washing the ship outside & buncing the Bone. Steering S by E & S by E. P.M. the wind hauling out to the N.W. set the Stun' sails. Middle part. weather the same. with calms & light Northerly airs. Latter part. weather the same. with light N.E. Trade winds. The watch employed washing the ship outside & buncing the Bone. Bear steering by W. 10.A.M. spoke the Barque "Cortado" Master of New Bedford. from the Odotsk Sea bound to Nowee. S. I. 850 Bbls the season. reports that the Odotsk fleet have made a small average. also reports the loss of the ship "Polar Star" & the ship "Alice Frazer".

Lat 22° 42' N.

Tuesday Oct 22nd. This day. pleasant weather. with light Trade winds. Steering S by W. & S.W. by S. 2 sails in sight. The watch employed repairing the rigging & buncing the Bone. Latter part wind & weather the same. Saw the Islands of Nowee; Kamai; & Olakai. to the Southward & Westward. 3 sails in sight. The watch employed repairing the rigging, & doing Bone. Steering S.W. by W. & W.S.W. & W by S.

Harbour Journal; In Honolulu, S. I.

Wednesday Oct 23rd/6

First part pleasant weather. with light Trade winds hauled up the Cables & bent them. 1 Ship in sight steering to the Westward. Middle part. weather the same with fine Trade winds. Steering S.W. by W. 12 P.M. saw the Island of Oahu bearing S.W. (per Compass) 3 A.M. of Diamond Head shortened sail & luffed to the wind heading off shore. Latter part wind & weather the same. 5 A.M. took a Pilot (Capt Luce) & stood in for the passage. 8 A.M. the Steam Tug "Peli" took hold of us & towed us to an anchorage in the Harbor of Honolulu. & other arrivals. to day. Moored the Ship.

Thursday Oct 24th Pleasant weather. this day. got some wood aboard. 3 P.M. the Clipper Ship "Moonlight" arrived from San Francisco bringing the Mail. 3 other arrivals.

Friday Oct 25th This day pleasant weather. I rec^d. 3 letters from home. informing me of the hard times at home. & Civil War. also the death of my Grand-Father. Employed painting Ship. Several arrivals during the day. mostly from the Aleutok Sea. the Ship there have taken from 800 to 1700. Bbls apiece. This P.M. the "Moonlight" departed for HongKong.

Saturday Oct 26th Pleasant weather all this day. Employed painting Ship. several arrivals. & no departures.

Sunday Oct 27th Pleasant weather. this day. I spent most of the time aboard the Ship. This evening I attended divine service at the Bethel. The Barque "Comet" arrived from San Francisco. bringing late news.

Monday Oct 28th Pleasant weather. Employed painting Ship. I received a letter from my mother containing good news.

Harbor Journal

Tuesday Oct 29th 1861

Pleasant weather this day. 1 arrival & 2 departures
Employed painting Ship.

Wednesday Oct 30th To day it is very warm.
The Barque "Boanganza" arrived from the Arctic
Ocean with 1000 Bbls this season. they went
back where we left & filled there blubber-room up.
Employed painting Ship

Thursday Oct 31st Warm & pleasant. The flags
on the Shipping & a shose are displayed at half mast
on account of the death of the Post-masters Wife.
Have been employed doing various things at 2 P.M.
all hands went before the American Consul & were
discharged.

On board the Barque "Belle"
Homeward Bound. Bound. Homeward Bound.

Monday November 18th 1861

This day pleasant weather with fine Trade winds. Geo
Colby & myself packed up our things & went
on board of the Bark "Belle". Capt Brown of
Fairhaven. bound on a Sperm Whale cruise & home
at 3 P.M. the Pilot Capt Meeks came aboard &
we proceeded outside of the reef. The remainder of
the day laying off & on. wind & weather the same.

Tuesday November 19th Fine Trade winds & pleasant
weather. all these 24 hours. laying off & on. Broke out
cock water, &c &c.

Wednesday Nov 20th First part pleasant weather &
fine Trade winds. at 4 P.M. Capt Brown & his family
came aboard; kept off S.E. by S $\frac{1}{2}$ S. & made sail.
middle part. wind more moderate. weather the same.
after part wind & weather the same. mended the masthead
watch employed clearing up the Fore-hold. Stearing S.E.
S. $\frac{1}{2}$ S.

Bound to Fairhaven Mass.

Thursday November 21st 1861
First & Middle parts pleasant weather. with light
Easterly winds. Latter part wind & weather the
same. Saw the Island of Hawaii (Owhyhee)
to the Eastward. Been steering to the South-
ward & Eastward. The watch busily employed.

Friday Nov 22nd First part pleasant weather with a
fine breeze from the Eastward & steadily increasing
hauled Main Royal; The Top Gallant. skils; Gaff.
Topsail; Mizzenal Topmast Staysail & Fore Lib. Middle
& Latter parts. weather the same with a brisk breeze
from the same quarter. The watch employed in various
kinds of work. Been steering to the Southward &
Eastward.

Saturday Nov 23rd First part pleasant weather
with a light breeze from the S. E. made all sail.
Middle & Latter parts. weather the same with a fine
breeze from the same quarter. Have been steering
S by W.

Sunday Nov 24th Pleasant weather & a light breeze
from the Southward & Eastward. The watch busily
employed in Ship's duty. Been steering by the wind
heading into the Southward.

Monday Nov 25th Pleasant weather & a light breeze
from the Southward & Eastward. The watch employed
in making swabs. & drying sails. Ship close hauled
on the Port Tack heading into the S. S. W.
Lat 12° 13' N

Tuesday Nov 26th Pleasant weather & light
breeze from the E. S. E. during the first part.
Middle & Latter parts. weather the same with a fine
breeze from the same quarter. Sent down the Foresail
for repairs & bent a new one. also painted the
Starboard. quarter. & Starboard Bow Boats.
Been steering by the wind heading to the South-
ward.

United States of America.
Wednesday Nov 27th 1861
First & middle parts. a fine breeze from the E.S.E.
& pleasant weather. Steering by the wind heading
to the Southward. Latter part. a fine breeze
from the E.N.E. with heavy squalls of wind
& rain. hauled Main Royal, the Top Gallant
sails; Mizen Topmast Staysail; Gaff Top sail
& Fly-ib. The watch employed breaking out fresh
water. Steering S.S.E.

Thursday Nov 28th First part. a fine breeze from
the Eastward. with heavy squalls of wind & rain.
single reefed the Topsails. 6 P.M. the wind moderating
made sail. middle part. a brisk breeze from the
same quarter with heavy thunder squalls. hauled
Royal; Top Gallant sail; Mizen Topmast Staysail;
Gaff Top sail; Fly-ib & single reefed the Topsails.
Latter part. pleasant weather with a fine
steady breeze from the same quarter. Been steering
S.S.E.

Lat 7° 23' N.

Friday Nov 29th This day a fine breeze from the
Eastward. with heavy squalls of wind & rain. which
keeps the watch busily employed making & taking
in sail. Ship steering by the wind heading to
the Southward.

Saturday Nov 30th This day pleasant weather
with a fine breeze from the E.S.E. with an occasional
squall. Steering S. by W. I think that this would
be an excellent ship. for boys to go their first
voyage. in. for they would soon get enough of
a sailors life & be satisfied to stay at home.
they commence to scrub decks here at day break.
& scrub untill 7 o'clock. sometimes 2 hours
sometimes more according to what time it is day break.
they keep you busy all day. & at night they plump
up. never pumping during the day for fear of losing
little time. The ship does not leak over 2000 or
100 strokes a day; according to the weather

Bound to Fair Haven. Mass.

Sunday December 1st 1861

First & middle parts. pleasant weather. with a fine breeze from the Eastward. Steering S by W. Latter part. wind & weather the same. Steering S.S.W. The watch employed in Ship's duty.

Lat 19° 19' N.

Monday Dec 2nd First part. pleasant weather & a fine breeze from the Eastward. middle part. weather the same. wind hauling to the N.E. Latter part. weather the same. with a fine breeze from the N.E. sent the Stun sail Booms aloft bent the sails & set them. Have been steering S by W. & S $\frac{1}{2}$ W. This day crossed the Equator.

Lat 1° 59' S

Tuesday Dec 3rd This day pleasant weather. & a fine breeze from the Northward & Eastward. The watch employed. in reeving new braces & other running rigging. Been steering S $\frac{1}{2}$ W.

Wednesday Dec 4th First part. pleasant weather with a fine breeze from the Northward & Eastward. sent down the Main Top Gallant sail & repaired it & bent it again. middle part. wind & weather the same. at 11 A.M. hauled Main Royal. hauled in Stun sails. & hauled up the Course supposing the Land not to be far distant. (Dangerous Island). at day break made sail again. Latter part wind the same. with squalls. hauled in the Stun sails. Been steering S $\frac{1}{2}$ W.

Thursday Dec 5th First & middle parts. pleasant weather. with a fine breeze from the Eastward. Latter part. weather the same. with a fine breeze from the E.N.E. with squalls of wind & rain. set the Stun sails. The watch busily employed. Been steering S $\frac{1}{2}$ W.

United States of America

(137)

Friday December 6th 1861

First part. pleasant weather. & a fine breeze from the E. N. E. Middle part wind more moderate & varying from the E. to S. E. with squalls. Hauled in Stan's sails. Handed main Royal & Fore Top Gallant sail. Latter part pleasant weather. a light breeze from the E. N. E. made sail again. The watch busily employed. Been steering S. $\frac{1}{2}$ W.

Lat 11° 30' S.

First & Middle parts. pleasant weather. & a moderate breeze from the Northward & Eastward. Latter part weather the same. with a light breeze from the N. N. E. Been steering S. by W. $\frac{1}{2}$ W. Ends Saturday Dec 7th.

Sunday Dec 8th First part. pleasant. weather. & very light winds from the Northward. Middle part. weather the same. with a light breeze from the Northward & Eastward. Latter part. light varying airs & calms with a succession of squalls of rain. at 5 A.M. saw the Island of [Navigator Islands] bearing S. W. same time sent down the main Top sail & commenced repairing it. but owing to the rain. had to knock off. Been steering to the S. S. W. & S. W. Also shortened sail to a close reefed Fore Top sail & Lib.

Monday Dec 9th First part. weather rainy. until 3 P.M. with a light Northerly breeze. at 4 P.M. several Natives came aboard. bringing off. Cocoa-nuts & Banannas. which they readily disposed of for Tobacco. Sent the main Top sail aloft. & bent it unfinished. on account of the rain. at 6 P.M. two more of the Islands in sight. the names of these Islands I do not know. Left of S. $\frac{1}{2}$ W. & made sail. Middle part pleasant weather. & a fine breeze from the N. W. Latter part. weather pleasant. & a light Northerly breeze. Set Stan's sails. Been steering S. $\frac{1}{2}$ W. & S. Capt Brown intended going to the Island of Uolo. but gave it up as it is a very bad time of year in these latitudes & he is afraid that he will loose his spars.

Bound to Fair Haven Crafts

Tuesday December 10th/6

First part, pleasant weather & a light Northerly breeze until 6 P.M. when it shifted to the W.S.W. with squalls. Hauled in Stun sails. Danded Royal Top Gallant sails. Gaff Top sail. & Stag sails. Middle part, calms & light varying airs with squalls of rain from all points of the Compass. until 2 A.M. when the wind came out from the N.E. but light made sail. Latter part pleasant weather & a light breeze from the E.N.E. set the Stun sails. The watch busily employed. Been Steering S.

Wednesday Dec 11th First part, pleasant weather & a fine breeze from the E.N.E. Middle part wind light, & hauling to the S.E. weather the same hauled in Stun sails & braced up on the Port Tack. Been Steering S & S $\frac{1}{2}$ W. Latter weather the same with a fine breeze from the S.E. Steering by the wind heading to the S.S.W. Booke out fresh water.

Lat 18° 58' S.

Thursday Dec 12th First part, a fine breeze from the S.E. & pleasant weather. Steering by the wind heading into the S.S.W. Middle part, wind the same, & hauling to the E. weather the same. Latter part, weather still pleasant, wind light from the same quarter. The watch employed repairing the Fore-sail. Been steering S by W. $\frac{1}{2}$ W. A little incident occurred this morning which may be worth mentioning, while the Port watch were washing decks, the 2nd Mate (Mr Lewis), said man the masthead. & Charles Hayes started to go, where upon Mr Lewis said he need not go as he might as well have a stick of wood up there & sent some one else. This caused some words, & when Capt Brown came on deck, Mr L. told him that Charles had been saying him upon which Capt B. went up & struck Chas. knocking him down & then kicked him in the face. Chas attempted to draw a knife, which Mr Lewis took from him. one of the men Percy came to assist Chas & struck Capt Brown who knocked Percy down & stepped in his throat. At 20° 59' S. & choked him. Capt B. called us aft & gave us a lecture.

Bound to Fair Haven, Mass

Friday December 13th 1861

This day, pleasant weather. & a moderate breeze from the E. & S. & E. The watch employed repairing the Fore sail. Been Steering S by W. Lat 22° 56' S.

Saturday December 14th First part, a light breeze from the E. N. E. & pleasant weather. Employed repairing the Fore sail. Middle part, wind light & varying from S. E. to E. N. E. weather wet & raining. Latter part, weather pleasant, wind light from the N. E. Been Steering S. S. W. Lat 21° 19' S.

Sunday Dec 15th First part, a light breeze from the N. N. E. with squalls of rain. Middle part, pleasant weather most of the time, with a light breeze from the N. E. & hauling to the Southward & Eastward, hauled main Royal. & hauled in Stun's sails, braced up on the Port Tack. Been Steering S. S. W. & S by W. Latter part pleasant weather. & a fine breeze from the S. E. & steadily increasing. hauled the Top Gallant sails, Mizzen Top mast Staysail, & Gall Top sail. Steering by the wind heading S. S. W. & S. W. by S. Lat 26° 25' S.

Monday Dec 16th First part, pleasant weather, with a fine breeze from the Southward & Eastward, but moderating, made sail, finished repairing the Foresail, Middle & Latter part, weather the same, with a light breeze from the same quarter, sent down the Spanker, repaired it & bent it again. Been Steering by the wind heading to S. W. Long 168° 44' W.

Tuesday Dec 17th First part pleasant weather, & light Southerly airs. Sent down the main Topsail, finished repairing it & bent it. also sent down the Foresail & bent the old one. Middle & Latter part, weather the same, with a light breeze from the W. S. W. The watch employed repairing the main Staysail. Been steering by the wind heading to the Southward. Lat 27° 30' S.

United States of America.

(141)

Wednesday December 18th 1861

This day pleasant weather & a fine breeze from Southward & Westward. The watch busily employed. Steering by the wind heading to the Southward & Eastward. Handed the Main Royal. Lat $28^{\circ} 26' S$

Thursday Dec 19th Pleasant weather & a fine breeze varying from W.S.W. to S.S.W. The watch busily employed. Steering by the wind heading to Southward & Eastward.

Long $196^{\circ} 48' W.$, Lat $30^{\circ} 36' S$

Friday Dec 20th First part. pleasant. weather & a fine breeze. S.W. & hauling to the Southward & Eastward. Handed Fore Top Gallant sail. Steering by the wind heading to the S.E. 9 P.M. tacked ship & stood to Westward. Middle part wind moderating from the S.S.E. set Fore Top Gallant sail. weather the same. Latter part. weather the same. wind light from the Southward. Steering by the wind heading, to S.W. & W.S.W. This day we have had, half of the watch at the mast head. at a time. as we are on good Sperm Whale ground & this is Sperm Whalermen fashion.

Long $197^{\circ} 26' W.$, Lat $31^{\circ} 12' S$

Saturday Dec 21st First & Middle parts. calms & light varying airs. Ship heading to Westward. Latter part. weather the same. with a light breeze from the W.N.W. Steering by the wind heading to the S.W.

Sunday Dec 22nd First part. pleasant weather & a light breeze breeze from the W.N.W. & hauling to the S.S.W. Close hauled on the Starboard Tack heading to the Southward. 7 P.M. tacked ship & stood to Westward. Middle & Latter parts weather the same. wind light from the S.S.W. 6 A.M. saw Macaulay's Island & Curtis Rock, bearing N.W. by W. Steering by the wind heading to the Westward.

Cruising on New Zealand.

Monday December 23rd 1861

First part pleasant weather. & a light breeze from the Southward & Westward. at $\frac{1}{2}$ past 3 P.M. Capt Brown lowered. for sperm Whales. without success. at 6 P.M. the Mate & 2nd mate. lowered for another school. of Whales.

& Mr Lewis (2nd mate) got fast. the Mate Mr Smith.

also got fast to the same.

Whale & killed him. Middle part wind & weather the same. got the Whale alongside at 10 P.M. & set the watch. Latter part. wind & weather the same. at $\frac{1}{2}$ past 5 P.M. commenced cutting at 9 A.M. finished. 1 sail in sight. Been steering by the wind heading to Westward.

Tuesday Dec 24th First & Middle parts. pleasant weather. with calms & light varying airs. cleared away the head. & started the works. At 1 P.M. set Fry-watches. 1 sail in sight. Latter part weather the same. with a light breeze from the Northward. Employed boiling. 11 A.M. spoke the Sperm Whale Bark. "Hone" of Fair Haven. Mass. 40 months out 1500 Bbls the voyage & reports that there are plenty of whales on this ground. Ship close hauled on the Port Tack heading to the Eastward. Saw Sunday Island bearing E.

Wednesday Dec 25th First part pleasant weather & a light Northerly breeze. Employed boiling. at 10 P.M. parted company with the "Hone". Middle part wind & weather the same. finished boiling. Ship laying with the main Topsail aback heading to the S.E. Latter part weather the same. with a light breeze from the Westward but steadily increasing. Employed clearing up decks. 2 sails in sight. also Sunday & Massey's Islands. Steering by the wind. heading to the Northward & Westward.

off Sunday Island.

Thursday December 26th 1861
First part a fine breeze from the Westward & hauling to Southward. Spoke & gamel the Barque "Hudson": Fish: of Fair Haven. 30 months out 1600 Bbls of Sperm. 2 P.M. shortened sail Middle part wind moderating from the Southward & sail in sight. Latter part weather still pleasant with a light breeze from the same quarter. 2 sails in sight. At daylight made sail. Steering by the wind standing off & on Sunday Island.

Friday December 27th First & Middle parts. pleasant weather with calms & light Southerly winds. 10 P.M. Spoke & gamel Barque "Hudson": Fish: of Fair Haven. 16 months out 400 Bbls of Sperm & 1000 Bbls of Whale Oil. 2 A.M. parted company with the Barques. Latter part weather pleasant with a light South Easterly breeze. 2 sails in sight & the Land. Ship steering by the wind working to the windward.

Saturday December 28th First & Middle parts pleasant weather & calms & light varying airs. 2 sails & the Land in sight. Latter part a light breeze from the N.E. weather the same. 3 sails in sight & the Land. Steering S. the 2nd Mate (Mr Lewis) lowered for Black Fish & struck & saved one.

Sunday Dec 29th First part a fine breeze from the N.E. & pleasant weather. Spoke & gamel Barque "Hudson" & Ship "Champion": Worth: of N. Bedford. 14 months out 120 Bbls of Sperm. Standing in for Sunday Island. Steering by E. 9 P.M. shortened sail. Middle part. wind & weather the same. 11 P.M. parted company with the above vessels. Steering S.W. by S. & S. Latter part weather raining & foggy with a fine breeze varying from the N.E. to N.W. set main top gallant sail. Ship "Champion" in sight. She catch employed mincing the Black Fish blubber. Also stowed the oil between decks. Steering S.

Cruising on New Zealand. Grounds.

Monday December 30th 1861

First part weather rainy, with a brisk breeze from the S.E. hauled Main Top Gallant sail. 4 P.M. kept off W by S. & made all sail. bound to Norfolk Island. 2 P.M. it cleared up. saw Macaulay's Island bearing S.S.E. Middle part pleasant weather & a strong breeze from the S.S.E. Latter part weather the same, wind moderating & hauling to the S.S.W. The watch employed boiling the Black Irish blubber. 1 sail in sight to windward. Steering W by S. & W. & by the wind heading W.N.W.

Tuesday, December 31st First & Middle parts. a fine breeze from the S.S.W. weather pleasant. Steering W.N.W. & by the wind heading W & W $\frac{1}{2}$ S. Latter part. calms & light Southerly airs. Ship close hauled on the Port Tack heading to the Westward. The latter part of this day is New Years according to civil account & according to sea account it is the latter part of New Years day. at Meridian the wind being very light & no storage way on the ship we clewed up Top Gallant sails, clewed down Main Top sail, hauled up the Courses, down Libs & sent down the Fore Top sail for repairs. So ends this year.

Wednesday January 1st 1862.

First part. pleasant weather & a light breeze from the S.W. made all sail. finished the Fore Top sail & bent it. Middle & Latter parts. weather the same, with calms & light varying airs. Ship close hauled on the Starboard Tack. The watch employed coopering the Oil.

Thursday January 2nd First part. pleasant weather & a light breeze from the Eastward. finished coopering the Oil. Steering W.S.W. Middle part. weather the same, wind steadily increasing & hauling to the N.N.E. Steering S.S.E. Latter part. weather the same, with a strong breeze from the N.N.E. Employed stowing the oil. Steering S.S.W.

Bound to Norfolk Island.

(145)

Friday January 3rd 1862

First part, pleasant weather & a strong breeze from the N.N.E. Finished stowing the oil. Middle part weather the same, wind steadily increasing from the same quarter. Handed Top Gallant sails. Mizzen Top Mast Staysail & Fly. Latter part, weather rainy & wind the same most of the time. double reefed Fore Topsail, the watch employed washing the paint work, this is a deal of all that I ever saw, called the men down from the mastheads because it rained & then set them washing the paint work. Been steering W.

Saturday January 4th First & middle parts, weather rainy with, light & varying winds, made all sail ship heading to the Westward. Latter part, pleasant weather, & a light breeze from the S.S.E. Steering, W.

Sunday January 5th First part, pleasant weather & a light breeze from the S.E. Set the Stun sails. Middle part a fine breeze, & hauling to Eastward, weather the same. Latter part weather the same, with a fine breeze from the E.S.E. the watch employed set up Casks. Been steering W.

Long 171° 24' E. Lat 29° 30' S.

Monday January 6th Pleasant weather & a light breeze from the E.S.E. all these 24 hours. The watch employed setting up Casks. Been Steering W & W by S.

At Norfolk Island. {Lat 29° 00' S
Long 169° 46' E.

Tuesday January 9th 1862.

First part pleasant weather & a light breeze from the E.S. Steaming W. finished setting up casks. Bridelle part wind & weather the same. Steaming W. at 1/2 past 1 a.m. saw Norfolk Island bearing W. & St Phillips Island bearing W by S. altered the course to 13 W by S & hauled in Stun sails & hauled main Royal. Latter part weather the same, with a fine breeze from the same quarter. at daylight hauled Top Gallant sails. at 6 a.m. Capt Brown & his family went ashore. at 9 a.m. the 2nd Mate (Mr Lewis) & the 3rd Mate (Mr Adams.) took the raft of casks & started in shore after water. After we had filled the casks & were ready to take them alongside. we set a signal for the Ship. & Mr Smith (the Mate) stood in for us. to within about 3 Ships length of the beach when he attempted to wear around. when the wind left us. & the swell kept heaving the ship right in shore. she followed the beach right around for some distance until she headed off shore. we left the raft & went to her assistance. but did not make any headway with her at this time. the Ship lay alongside of the rocks with her side grating on them. but her bottom did not strike. as the shore is very bold here, being a bluff of rocks about 100 feet high. & there is about 8 fathoms of water. where the ship lay. As a last resort. they got the Kedge Anchor out & dropped it some distance ahead of the Ship. & with this & 2 small Boat Anchors. they hauled her off clear with no damage done except one sheet of copper started. which I call a narrow escape. for nobody expected to save her. Mr Smith claims that this was all owing to the man at the wheel putting his helm the opposite way from what he told him. Now true this is I do not know for I was in the boat.

A Flower.

from Norfolk Island.

2m

Off & on Norfolk Island.

Wednesday January 8th / 18

First part pleasant weather & a fine breeze from the E.S.E. at 1/2 past 2 P.M. Mr. Daving got the Ship clear & sail made sent Mr. Adams to pick up the raft of casks. got them alongside & hoisted them in. & commenced stowing them. 8 P.M. set 3 hour watches. Middle part close hauled on the. Post Tack heading off shore. Latter part stowed in shore & finished stowing the water. At 11 A.M. sent the Boats in again after another raft. weather the same. & a brisk breeze from the S.E.

Thursday, January 9th First part, pleasant weather & a brisk breeze from the E.S.E. at 2 P.M. got the raft alongside & hoisted it in. & commenced stowing it down. Middle part weather the same. wind hauling to the Eastward. stood off shore until 12 P.M. then wore Ship heading in shore. Latter part weather the same with a brisk breeze from the Eastward. went around to Stute's Point on the N.E. side of the Island to get wood. but it being too rugged to land we came back to the town & sent the Boats in after fresh meat. & another raft of water.

Friday January 10th First part pleasant weather & a brisk breeze from the Eastward. 3 P.M. got the raft alongside & hoisted it in. at 5 P.M. we carried the Starboard watch ashore on liberty. those aboard the Ship finished stowing the water & sent down the tackles. Middle part wind & weather the same. stood off shore until 1 A.M. then wore Ship & stood in. Latter part wind & weather the same. lying with the main top sail aback. heading to the N.E.

Saturday January 11th First. & Middle parts. pleasant weather & a fine breeze from the E.S.E. at 4 P.M. the Liberty men returned. & the rest of us went ashore. Latter part weather the same. with a fine breeze from the S.S.E. part of the crew aboard. the Ship went in to shore fishing.

Off and on Norfolk Island. (199)

Sunday January 12th / 1862

First part. pleasant weather & a fine breeze from the S.E. at 6 P.M. we returned to the ship. Middle part. stood off shore, on the Starboard Tack. until 2 A.M. then wore ship & stood inshore. Latter part weather the same with a brisk breeze from the S.E. stood in to "Sheles Point." & sent a boat inshore, but it being too rugged to get wood, we wore ship & stood off shore. saw a few Black-Fish. Got up the Starboard cable & bent it & got ready to come to an anchor. This is Monday morning by our account, but Tuesday morning by the account ashore, as we did not alter our time when we crossed the meridian.

Monday, January 13th First part. pleasant weather & a brisk breeze from the S.E. stood off shore, until 7 P.M. then wore ship heading to the S.S.W. & reefed the Topsails. Middle part wind & weather the same, at 2 A.M. being pretty handy to the land hauled up the Courses & hauled aback the Main Topsail. Latter part weather still pleasant, & a fine breeze from the E.S.E. stood into "Sheles" Point again but found it to be about the same, as it was yesterday. wore ship & made sail, in order to go down off the Tooton.

Tuesday January 14th First part pleasant weather & a fine breeze from the S.E. 1 P.M. sent a Boat in & brought Capt Brown aboard. he asked us if we had rather go ashore & do some work on a new Fly-Sib that he is making, or stay aboard & work on it; we told him we would go ashore. At 3 P.M. sent the Starboard watch ashore. Then reefed the Topsail & stood off shore, on the Starboard Tack. Middle part weather the same, with a fine breeze from the S.E. 1/2 past 12 P.M. wore ship & stood inshore. Latter part wind & weather the same.

Off and on Norfolk Island.

Wednesday January 15th /62

First part pleasant weather & a fine breeze from the E. at 6 P.M. the Starboard watch returned. & the rest of us went ashore. Middle & latter weather the same with a light breeze from the same quarter. Those aboard the ship went in shore fishing & caught 12 fish & lost the Boat Anchor. Profitable bussings.

Thursday January 16th First part. pleasant weather with a light breeze from the E.S.E. at 9 P.M. we returned to the ship & made all sail & stood off shore. Middle & latter parts calms & light Easterly airs, weather the same. at 1 A.M. tacked ship heading in shore. Got the Starboard Anchor off the Bows. Also took the Spare Boat down from off the House & put it on the Starboard Chained in the place of the Starboard Boat. Capt Brown having disposed of both the Starboard & Starboard Boats to a whaling party ashore.

Friday January 17th First part. pleasant weather & a light breeze from the S.E. Sent the Boat in to the shore & brought Capt Brown, his family & some of his friends aboard. Middle part wind & weather the same. stood off shore until 3 A.M. then tacked ship & stood in shore. Latter part weather the same. with light varying airs. standing in for "Steeles Point."

Saturday January 18th First part pleasant weather & a light breeze from the S. at 6 P.M. came to an anchor in 15 fathoms of water. "Steeles" Point bearing S by Compass. 12 mile distant. & hauled all sail. Middle part weather the same. with calms & light varying airs. Standing anchor watches. Latter part wind & weather the same. at daylight sent the Boat in shore after wood.

Off and on Norfolk Island

Sunday January 19th 1862.

First part calm & light varying winds, finished getting the wood off & stowed. Also got up the Boat & Fish Tackles. This has been a hard days work. The wood had to be thrown down a precipice. 300 feet high on to the beach below. & then carried around on to a ledge of rocks & passed off into the Boats. we have taken in 10 cord. & then after dark got ready for getting underway. Middle part weather still pleasant with a fine breeze from the E & increasing. Latter part weather the same, with a brisk breeze from the same quarter. at daylight got underway & commenced beating around to the Town, at 12 a.m. off the Town.

Monday January 20th First part pleasant weather & a fine breeze from the E. 1 P.M. carried Capt Brown, his family & friends ashore, & brought off some Beef & potatoes. Middle & Latter parts weather the same. wind hauling to the N.E. Standing off & on.

Tuesday January 21st First part pleasant weather & a brisk breeze from the Northward & Eastward. Sent 2 Boats in shore. & brought off. 2 Bags of potatoes. (I suppose he thinks this is enough to last us home.) & a Bullock. at 4 P.M. Capt Brown & his family came aboard, & we kept off S.E. by S. Middle & Latter part wind & weather the same. set main Top Gallant sail; Mizzen Foremast. Staysail; & Fly Lib. Steering S.E. by S.

Wednesday January 22nd First part pleasant weather & a brisk breeze from the N.E. Middle & Latter parts weather the same. wind more moderate from the same quarter. Set Fore Top Gallant sail & main Royal. Been Steering S.E.

Bound to East Cape. New Zealand.

Thursday January 23rd /62

First part. pleasant weather & a fine breeze from the N.E. Huffed to the wind heading to the E.S.E. Middle & Latter parts weather the same, wind light from the same quarter & hauling to the E.S.E. 1 Brig in sight. at 9 a.m. Capt Brown went on board of her she proved to be the English Brig "Hilander" of Melbourne, N.S.W. from Middelton, N. Zealand. bound to Newcastle, N.S.W. 10 a.m. parted company with the Brig. Been close hauled on the Port Tack. heading to the Southward & Eastward at meridian tacked ship & stood the N.E.

Friday January 24th First part. pleasant weather & a fine breeze from the E.S.E. at 2 P.M. saw the "Three King's Islands". bearing E by N. Middle part. weather squally. wind increasing from the same quarter, hauled Main Royal & Fore Top Gallant sail. Latter part wind & weather the same. Hauled Main Top Gallant sail; Mizzen Topmast Staysail; Fly Lib & Gaff Top sail. Close hauled on the Starboard Tack heading to the N.E. At meridian tacked ship & stood to the Southward.

Saturday January 25th First part. pleasant weather wind still increasing from the E.S.E. close reefed the Fore Top sail & double reefed the Main Top sail. Middle part wind the same. weather squally & raining. Latter part weather raining. wind the same. Hauled the mainsails; Fore Top sail; Lib & close reefed the Main Top sail. bent the Main Staysail & set it. Close hauled on the Starboard Tack.

Sunday January 26th First part weather raining more of this time. still blowing strong from the E.S.E. Middle part. weather pleasant wind moderating & hauling to the Westward. Close hauled on the Starboard Tack. Latter part. weather pleasant. with a fine breeze from W. made all sail & set Stun' sails. Stearing E. by N.

Bound to New Zealand.

(153)

Monday January 27th 1862

First part. a brisk breeze from the N.W. with squalls of wind & rain. hauled in the Stun sails. Middle part. weather pleasant. wind moderating & hauling to the E.N.E. Been steering E by S. Latter part weather the same. with a light breeze from the E.N.E. Close hauled on the Port Tack heading S.E.

Tuesday January 28th First part. pleasant weather with calms & light Easterly airs. Close hauled on the Port Tack heading to the Southward & Eastward. Middle part. weather the same. & calm most of the time. Latter part weather the same. with a light breeze from the S.E. Close hauled on the Starboard Tack heading to the E.N.E. until 10 a.m. then tacked ship & stood to Southward. Employed setting up the Fore Top Gallant Backstay. & making the new Fly-Lib. Also sent down the Fore Top Gallant sail & repaired it & bent it again.

Wednesday January 29th First part. pleasant weather & a fine breeze from the S.E. at 2 P.M. tacked ship & stood to the E.N.E. also hauled Main Royal & Fore Top Gallant sail. Middle part weather raining & foggy. with calms & light Easterly airs. Latter part. weather foggy but dog. with a light Northerly breeze. Ship heading to the Southward & Eastward. The watch employed breaking out fresh water in the Fore hold & washing it on deck. in order to get the ship down by the stern as she leaks pretty freely in the bows. in rough weather.

Thursday January 30th First part. weather foggy part of the time. with calms & light Northerly breezes. Middle part. weather the same & raining with a fine breeze from the N.W.E. Latter part weather the same. wind hauling to the E. hauled Main Royal & Fore Top Gallant sail. & braced up on the Port Tack. Been steering S.E. by S. The watch busily employed.

Off & on East Cape. New Zealand.
Friday January 31st 1862

First part. weather foggy & eding. with a fine breeze from the E. Started by the wind heading to the S.S.E. at 2 P.M. saw the Island of New Ulster. N. Zealand. Cape East bearing about S per Compas. at 6 P.M. tacked Ship & stood to N.N.E. Middle part weather the same wind hauling to the N.E. at 2 A.M. wore ship & stood to the E.S.E. Latter part weather dry. but foggy & cloudy. with a light breeze from the N.E. Standing in shore.

Saturday February 1st First part. weather dry but cloudy & hazy. Capt. Brown & Mr Lewis took their Boat & went inshore to obtain potatoes but found it to rugged to land. came aboard & shortened sail. & set quarter watches. Have had a light Easterly breeze. Middle part. a light breeze from the same quarter. weather pleasant. Standing off & on shore. Latter part weather the same. with a fine breeze from the E.S.E. Capt Brown & the 2nd Mate. went in shore again but found the landing no better. there has been several Natives aboard who brought off Potatoes, Onions, Apples & Peaches, which they readily sold for tobacco, & clothes. Got the Port Anchor off the Bow & bent the cable.

Sunday February 2nd First part. pleasant weather. & a fine breeze from the S.E. close hauled, standing off & on shore. 3 P.M. shortened sail & set quarter watches. Middle & Latter parts. weather the same wind light from the same quarter. at 8 A.M. went inshore with 2 boats & found the landing better. & commenced getting potatoes & Onions. off.

Bound to the United States

Monday February 3rd 1862.

First part, pleasant weather. & a light breeze from the Southward & Eastward. at 7 P.M. finished getting the potatoes & onions aboard. shortened sail & set quarter watches. Middle part wind & weather the same. close hauled on the Starboard tack heading E.N.E. Latter part no change in wind or weather. all hands employed drying potatoes & onions & stowing them away. at 8 A.M. tacked ship & stood to the S.S.W. We had one man runaway. (John Brown) a native of this part of the Island. he has been away from home 30 years. Stowed the Anchor & cable.

Tuesday February 4th First part. pleasant weather & a light breeze from the S.E. at 2 P.M. tacked ship & stood to E.N.E. All hands employed stowing the potatoes & onions. 3 sails & the land in sight. Middle part weather the same. with calms & light varying airs. Latter part weather still pleasant. with a light Northerly breeze. The watch employed getting a new suit of sails ready to be set. 5 sails & the land in sight; Steering S.E. by S.

Wednesday February 5th First part. pleasant weather & a light Northerly breeze. All hands employed bending a new Lip; Fore Top sail & Fore sail. Middle part weather the same. with a fine breeze from N.E. to N. set Stun sails. Latter part. weather the same. wind light from N.N.E. to W. The watch employed working on new sails. Been steering S.E. by S.

Thursday February 6th First part pleasant weather & a fine breeze varying from W to S.S.W. hauled in Stun sails. All hands employed bending a new Main Top sail; Top Gallant sail & Main sail. Middle part a light breeze from the W.N.W. weather the same. set Stun sails. Latter part. no change in wind or weather. The watch employed stowing off between decks. Been steering S.E. by S.

Bound to Fair Haven Mass.

Friday February 7th 1862

First part pleasant weather & a fine breeze from the W.N.W. & increasing. Middle part weather the same, wind still increasing from the same quarter, hauled Stun'sails hauled main Royal, Top Gallant sails; Fly, club & Stay-sails. Latter part. weather the same, wind more moderate from W.N.W. to W.S.W. made sail. Been stering S.S.E. & S.E.

Saturday February 8th First part. pleasant weather & a fine breeze from the N.W. until 6 P.M. when it hauled out S.W. with heavy squalls hauled in Stun'sails & shortened sail to close reefed Top sails & Fore sail, Stering S.E. Middle part. weather squally, with a strong breeze from the S.W. when the mate came on deck at 11 P.M. he thought that we were not going fast enough, so we turned the reefs out of the main Top-sail, & one reef out of the Fore Top-sail. Stering E.N.E. as we are in the neighborhood of the Goddard Islands, & Capt Brown wishes to get clear of them for it is always very squally in these latitudes. Latter part wind more steady from the same quarter, weather clear, set main Top Gallant sail; Fly, club; Stay-sails, & main sail & turned the reefs out of the Fore Top-sail; took the Waist & Seaboard quarter Boats in on deck. Stering E by S.

Sunday February 9th First part. weather pleasant. the wind still continues to blow strong from the S.W. to W. Stering E.S.E. Middle part. weather squally, wind the same. Stering S.E. by E. Latter part. wind more moderate, weather the same. Stering S.E. by E. & E.S.E.

Monday February 10th All these 24 hours. pleasant weather with the exception of an occasional squall still continues to blow strong from the W.S.W. got. fore counter Fore Top Gallant backstay, & Topmast breast backstays, set the Fore Top Gallant sail & Fore Topmast & Lower Stun'sails Stering E.S.E. & S.E. by E.

United States of America. (157)
Tuesday February 11th 1862.

First part pleasant weather & a brisk breeze from the W. set main Royal & Top Gallant Stun' sail. Middle part weather the same, wind the same with squalls of wind & rain. The 2nd mate Mr Lewis got scared & thought it was going to blow heavy. & shortened sail to double reefed Topsails & Courses. Latter part wind very moderate from the same quarter; weather the same; made all sail again. The watch working on the new Fly-Lib. Steering S. by E.

Wednesday, February 12th. First part, pleasant weather & a fine breeze from the W & steadily increasing. hauled in Stun' sails, hauled Royal. Fore Top Gallant sail & Gaff Topsail. Middle part, wind very light from the S.W. weather squally, made all sail. Latter part weather pleasant, wind light from S.W. to S. hauled in Stun' sails. Finished the Fly-Lib. & sent down Gaff Topsail. Steering E by S, E.S.E & S.E. by E.

Thursday Feb 13th. First part pleasant weather & a light breeze varying from S.W. to S. bent a new Gaff Topsail. Middle part, weather the same, wind light & hauling to the N.W. Latter part; a fine breeze from the N.W. set Stun' sails. The watch employed bending the new Fly-Lib & making tarpaulins for the hatches. Steering E.S.E, S.E. by E. & S.E.

Friday Feb 14th. First part pleasant weather & a fine breeze from the W. to N.W. Middle part, a brisk breeze from the N.W. & increasing, weather the same. Latter part weather wet & raining with a very strong breeze from the same quarter & hauled in. Top Gallant Stun' sails, carried away the Topmast Stun' sail boom. shortened sail to double reefed Topsails. but the wind moderating made all sail again. Steering E.S.E & S.E. by E.

Bound to Fair Haven Mass.

Saturday February 15th /62.

First part weather wet & raining, with a fresh breeze from the W. hauled in Stun'sails. Middle part weather the same. - wind increasing close reefed the Fore Topsail hauled Royal. Main Top Gallant sail & double reefed Main Topsail. Latter part weather foggy but dry wind moderating from the S.W. made sail Steering E & E by N.

Sunday Feb 16th All these 24 hours. weather dry but foggy with a fine Westerly breeze. Sent down the Fore Top Gallant close reefed Fore Topsail & hauled the mainsail. Steering E.

Monday Feb 17th First part pleasant weather & a fine Westerly breeze. butt hauling to the S.W. Set the Stun'sails saw severall large Ice berges. Middle part weather the same. wind light from the S.S.W. shortened sail on account of the Ice. Capt Brown not considering it safe to run. Latter part weather the same. wind light & hauling to the S.E. made sail at daylight. Been Steering E & E by N. & close hauled on the Starboard tack heading E.N.E.

Tuesday Feb 18th First part. pleasant weather & a light breeze from S to E. close hauled on the Starboard Tack heading to the N.E. Middle part weather the same; wind light & hauling to N. tacked ship & stood to the Southward. hauled Royal. Main Top Gallant sail; Gaff Topsail. & Fly-Lib. Latter part weather the same. wind increasing from the N. double reefed Fore Topsail. Steering S.E. by E. tore up the sheathing.

United States of America.

150
(151)

Wednesday February 19th /62.
First part weather foggy but dry, with a strong breeze from the N & increasing. Close reefed Fore Topsail & hanked main sail & double reefed main Topsail. Middle part weather foggy & raining, wind the same. hanked Fore & main Topsails! Fore sail & Ab. Steering E.S.E. Latter part. weather the same wind more moderate set Topsails double reefed & the Courses. & Ab. Saw several Iceberges Steering E..

Thursday Feb 20th First part weather wet & foggy with a fine breeze from the N. The watch employed scraping decks. This day Capt Brown commenced giving the watch on clock. Gin & hot Coffee. Middle part calms & light Northerly air, weather the same. Steering E. Latter part, wind light & hauling to the E. weather the same. Wore Ship & stood to the N & E. Capt Brown also gave out strops.

Friday Feb 21st First part. weather foggy & raining with a fine breeze from the E. Middle part weather dry & clear. Wind steadily increasing from the same quarter. double reefed the main Topsail & hanked the mainsail. Latter part weather raining & foggy. wind moderating very fast. set the mainsail Ship close hauled on the Starboard Tack. heading to the N.N.E.

Saturday Feb 22nd First part. weather dry but a thick fog, with calms & light Easterly air. Ship heading to the N.N.E. Middle part a light fog with a fine breeze from the S. made sail. Steering E by N. Latter part weather dry most of the time with a fine S.W. breeze. Set the Stun sails. Steering E by N.
Long 129° 13' W Lat. 57° S

Bound to Fair Haven Mass.

Sunday February 23rd 1862.

First part, weather, pleasant, most of the time. & a fine breeze from the S.W. but hauling to the W. with squalls of snow. Middle part weather the same, wind increasing from the same quarter. Steering E by N. Latter part weather the same, & blowing fresh from the same quarter. Steering E. Saw several Icebergs.

Monday Feb 24th First part blowing fresh from the W. with squalls of snow. Steering E. Middle part weather sailing wind hauling to the N.W. & increasing. Shortened sail to close reefed Topsail. Latter part, weather foggy & sailing still blowing strong from the N.W. with a heavy sea on. Took the Starboard Boat in Set the Lib & Courses & turned one reef out of the main topsail. Steering E.N.E.

Tuesday Feb 25th First part pleasant weather & the wind moderating from the Northward & Westward made all sail. Middle part weather the same, with a light breeze from the S.E. Latter part weather foggy & sailing with a fine breeze from the S.E. & hauling to the S. Saw a large Iceberg. Steering into the N.E.

Friday Feb 26th First part, weather sailing & foggy, with a brisk breeze from the S. & hauling to the S.W. & fast increasing. Steering N.E. at dark handed all sail & fluffed to the wind. heading S.E. Middle part wind & weather the same. Latter part, still blowing a gale from the S.W. weather pleasant. at day break Capt Brown believing in improving a fair wind kept off N.E. by E. & set whole main topsail & Fore sail. & here we had a fine time, the Ship rolling both sails under & the men up their waists in water making sail & the man at the wheel wet up to his thighs. Saw several Icebergs.

United States of America

161

Friday February 27th 1862.

First part. weather dry & clear with the exception of an occasional snow squall. Still blowing heavy from the S.W. at dark. hauled all sail & luffed to on the Port tack, heading N.W. Been steering N.E. by E. several large Icebergs in sight. Middle part wind more moderate weather pleasant. Latter part, a strong breeze from W.S.W. weather the same. made all sail set the Stun'sails. steering N.E. by E.

Long. 109° 23' W. Lat. 55° 57' S.

Friday February 28th First part weather dry & clear excepting some heavy squalls of snow, with a fresh breeze from the W.S.W. & fast increasing, carried away our last Fore Topmast Stun'sail boom. at dark hauled all sail & luffed to on the Starboard Tack. have seen considerable Ice. Middle part blowing a gale from the same quarter. weather the same. Latter part weather raining. still blowing very heavy, from the same quarter & a heavy sea running. at daylight kept off N.E. by E. again & made sail.

Saturday March 1st First part. weather pleasant wind moderating & hauling to the W. at dark shortened sail to double reefed Topsails. Middle part a brisk breeze from the same quarter with squalls of rain. Latter part wind the same weather pleasant. made all sail. Set Stun'sails. Been steering N.E.

Lat 54° 51' S

Sunday March 2nd First part pleasant weather & a brisk breeze from the W. Middle part weather the same wind light & varying from S.W. to W.N.W. Latter part weather the same most of the time with a fine breeze & hauling to the N. Been steering N.E. by E & N.E. hauled in Stun'sails

Bound to Fair Haven Mass.

Monday March 3rd 1862.

First part weather foggy & raining with a light Northerly wind. Steering E. Middle part weather raining, wind light from the S.W. Latter part, a fine breeze from the same quarter; weather pleasant part of the time. Set the Stun' sail, Steering N.E. by E. Long 93° 18' W

Tuesday March 4th First part pleasant weather & a fine breeze from the S.E. hauled in Stun' sails, Steering N.E. Middle part, wind the same & hauling to the Southward, weather squally. Latter part weather pleasant, wind hauling to the S.W. Set the Stun' sails, Main Royal, Jaff Top-sail & Top-mast Stay sail. Steering E.N.E. Long 88° 20' W

Wednesday March 5th First & Middle parts a light breeze from the Southward & Westward, with squalls varying from S.S.W. to W.S.W. hauled in Stun' sails. Latter part weather pleasant, with a fine breeze from the W. & hauling to the N.W. Set Stun' sails Steering E. & E.N.E. & E by N.

Thursday March 6th This is my 22nd birth day. First part, weather raining & foggy, wind light from the N.W. & hauling to N. until 11 A.M. when it suddenly shifted to the W.S.W. & commenced increasing. Middle part a strong breeze from the same quarter with squalls of rain, hauled Royal, Fore Top Gallant sail & Fly. Latter part weather pleasant, wind moderating & hauling to the S. made sail. 10 A.M. passed a full rigged Brig, supposed to be English, steering to the N.W. & been steering E. & E by N. Long 88° W

United States of America

Friday March 7th 1862.

First part pleasant weather & a fine southerly breeze but hauling to the W. Steering E by N. passed a Barque supposed to be a Whaler. Middle part weather the same wind increasing & hauling to N. Steering E by N. hauled all light sails. Latter part weather foggy & raining with a strong Northerly wind Steering E by S. Heav 73° 20' W.

Saturday March 8th First part weather pleasant, the wind suddenly shifted to S.W. with a fine breeze, made all sail. Middle part, weather the same, wind moderating from the W. Latter part weather the same wind light & varying. Steering E & E by N. Heav 57° 40' S.

Sunday March 9th All these 24 hours pleasant weather with calms & light varying winds. Steering to the N.E. passed one Ship heading to N. the watch employed breaking out Flour & Coffee.

Monday March 10th First part pleasant weather & a fine breeze from the N & hauling to the N.E. & increasing. hauled light sail. Close hauled on the Port Tack. 2 P.M. wore Ship & stood to N.W. hauled Libs. Courses & close reefed the Topsails. Middle part weather raining, with a fresh breeze from the N.E. Latter part weather pleasant, wind light & hauling to the W. wore Ship & made all sail. Steering N.N.E. Heav 59° 42' S.

Tuesday March 11th First part pleasant weather & a light Westerly wind. 1 Brig in sight heading to the Southward & Westward. 1 & 1 Ship heading to the E.N.E. Set the Stun sails. Middle & Latter parts weather the same, with calms & light varying winds, hauled in Stun sails & clewed up the light sails. Steering to the N.E.

Bound to Fair Haven Mass.

Wednesday March 12th/62
First part, pleasant weather & a light North-Easterly wind. Ship close hauled on the Starboard tack heading to the N.N.W. at 2 P.M. wore ship & stood to the E.S.E. & made sail. Middle & Leatter parts. wind & weather the same. at 8 A.M. tacked ship & stood to N.W. Course N.E.

Thursday March 13th First part pleasant weather & a light breeze varying from N.E. to W. 1 P.M. wore ship & stood to the N.E. Middle part wind & weather the same. Leatter part. weather the same & a light W.S.W. breeze. Set Top Gallant Stun'sails 2 sails in sight. spoke one of them the English Clipper Ship "Woolloomoolloo" — of Aberdeen & deep from Australia bound to London. Been steering N.E. Long 63° 05' W. Lat. 56° 38' S.

Friday March 14th First part pleasant weather & light varying winds. Got the Starboard Boat out. Capt. Brown & his family, went aboard of the "Woolloomoolloo" 1 other ship in sight. at 2 P.M. parted company with the "W". Middle & Leatter parts. wind & weather the same. the 2 ships still in sight. at 10 A.M. Capt. Brown went on board of the other ship she proved to be the "Gent. Windham" — of Aberdeen. from Chincas Islands bound to Mauritius. Steering N.E. Long 61° 45' W.

Saturday March 15th First part pleasant weather & light varying. air. the 2 ships in sight. Steering E.N.E. Middle part. weather the same with a fine Northerly breeze. Leatter part. weather the same. wind increasing from the N. ranched all light sails, & double reefed the Topsails close hauled on the Port Tack heading E.N.E. Sent down the breast-back Stays. About one half of our crew are laid up. I will make mention of one thing here. the Capt of the "Woolloomoolloo". who has been sailing around Cape Horn for 20 years. says he never saw such smooth weather in these latitudes. it is just as smooth ever I saw it on the Arctic Ocean.

United States of America.

165

Saturday March 16th 1862.

First part, pleasant weather. wind increasing from the North, at 6 P.M. hauled all sail. Middle part weather the same still blowing strong from the same quarter. Latter part weather foggy & rainy wind the same. Close hauled on the Port tack.

Monday March 17th First part weather foggy & rainy wind moderating & hauling to the N.W. at 5 P.M. made sail. Steering to the N.E. Middle & Latter parts weather the same with a strong breeze varying from N. to N.W. Ship close hauled on the Port tack. Lat. 56° 25' S.

Tuesday March 18th First part weather foggy & rainy wind strong & varying from N. to W. Ship heading to the Northward & Eastward. Middle part weather the same, wind increasing & hauling to the S.W. Latter part. wind & weather. the same. Steering N & N. by E. Took the Starboard Boat in

Wednesday March 19th First part. weather foggy & rainy still blowing a gale from the S.S.W. turned the reefs out of the Topsail & set main T. Gallant sail & Fly. Middle part. weather pleasant, wind the same. Latter part. weather the same. wind more moderate from the S.W. made all sail. Steering N. Lat. 51° 19' S

Thursday March 20th First part pleasant weather & a fine breeze from the S.W. but hauling to the N. & moderating. Middle part weather the same, wind light. & hauling to the N. Then steering N & by the wind heading to Northward & Eastward. Latter part weather the same. with a light Northerly breeze tacked ship & stood the N.W. Lat. 49° 30' S.

Bound to Fair Haven, Mass.

Friday March 21st 1862.

First part pleasant weather & a fine breeze from the N. hauled Royal & Fore Top Gallant sail. Middle part weather sailing, wind fast increasing from the same quarter hauled all sail. Latter part weather the same, wind fast moderating & very light, with a heavy sea running. Set the Topsails double reefed & the Foresail. Ship close hauled on the Starboard Tack.

Saturday March 22nd First part weather cloudy but dry most of the time, with a light Northerly breeze, reefed the Courses, & close reefed the Topsails. Capt Brown, thinking that it is going to blow, middle part weather the same with a brisk Southerly breeze & increasing. Latter part weather pleasant, blowing a gale from the S. made all sail. Steering N.N.W. & N. Lat 49° 50' S.

Sunday March 23rd First part pleasant weather, the wind moderating from the S.W. Middle part weather the same, wind hauling to the W.N.W. & increasing, hauled the light sails & double reefed the Topsails. Latter part weather the same, with a strong breeze from the same quarter. Steering N. & N.N.E. Lat. 45° 11' S.

Monday March 24th First part, pleasant weather & a brisk breeze from the N.W. turned one reef out of the Topsails & set the Top Gallant sails & Fly. Middle & Latter parts, wind & weather the same. Steering by the wind heading N.N.E. Lat. 42° 50' S.

Tuesday March 25th First & Middle parts, pleasant weather & a brisk breeze from the N.W. Latter part wind light & hauling to the N. weather the same. set Main Royal & Gaff Topsails. Steering by the wind heading to the N.E. put the Starboard & Larboard quarter Boats on the cranes & maned the Mast-head

United States of America

167

Wednesday March 26th 1862.
First part pleasant weather & brisk breeze from the N. Handed all light sails. Middle part wind & weather the same, reefed the Topsails. Latter part weather the same, wind more moderate turned the reefs out of the Topsails & set the Top Gallant sails. Steering by the wind heading, to N.W.

Thursday March 27th First part weather sailing wind increasing from the N.N.E. Handed Top Gallant sails & close reefed the Topsails & reefed the Courses at 8 P.M. the wind shifted to the S. Middle & Latter parts, weather pleasant, with a strong breeze from the S. made all sail Steering N. & N.N.W. Lat 38° 33' S.

Friday March 28th First part pleasant weather wind moderating from the S. Middle part weather the same, wind light from the S.S.E. Latter part weather the same with light Southerly airs. The watch employed breaking out the Main hatch. Steering N. & N.N.E. Lat 36° 50' S

Saturday March 29th First part pleasant weather with calm & light varying airs. The watch employed stowing of the Main hatch. Sent down the Royal yard to reberst the sail. Middle part weather the same with a fine N.W. breeze. Latter part, wind & weather the same until 10 A.M. when the wind shifted to the S.W. with rain. Steering to the N.N.E.

Sunday March 30th First & Middle parts pleasant weather & a fine Southerly breeze. Latter part wind & weather the same, set the Stun'sails. 1 sail in sight supposed to be a merchant Ship steering to the Southward & Westward. The watch employed repairing the rigging. Steering N.N.E. Lat 33° 18' S.

Bound to Fair Haven. Mass.

Monday March 31st 1862

First part. pleasant weather & a fine Southerly breeze. Middle & Leatter parts weather the same, wind light & varying from S to S.W. Sent down the Mizen Topmast Staysail & bent a new one. Steering N.E. by N. Lat. 31° 14' S.

Tuesday April 1st First part weather pleasant, with a light Southerly breeze & hauling to the E. hauled in Stun' sails & braced up on the Starboard tack. Middle & Leatter parts weather the same, wind varying from E. to N.E. & increasing. Randed all the light sails. Ship steering to the N.E. & passed one ship heading to the Southward

Wednesday April 2nd First part weather rainy, with a fresh breeze from E. to N.E. & increasing. Close reefed the Topsails & reefed the Courses, Randed all. Ship heading to the N. Middle part weather pleasant, wind the same, until 12 P.M. when it shifted to the W. wore Ship. & stood to the N.E. Latter part weather the same with a strong S.W. breeze & increasing. made all sail. set main Top Gallant Stun' sails. passed 2. Bark. Lat 28° 36' S.

Thursday April 3rd First part pleasant weather, with a strong breeze from the S.W. Middle & Leatter parts weather the same, wind moderating & hauling to the S. Steering N.E. 1/2 N. & N. N.E. Lat 26° 13' S.

Friday April 4th First part pleasant weather with a brisk breeze from the S. & hauling to the E.S.E. hauled in Stun' sails & braced up. Middle & Leatter parts weather the same, wind light from the S.E. bent a new Spanker. Steering to the N.E. Lat 24° 26' S.

United States of America.

(191)

Saturday April 5th 1862.

All these 24 hours. pleasant weather & light
S.E. trade winds. Steering N.E.
Lat 23° 26' S

Sunday April 6th All these 24 hours. pleasant
weather & light S.E. trade winds. Steering N.E.
1 sail in sight
Lat 22° 01' S.

Monday April 7th All these 24 hours. pleasant
weather. with calms & light trade winds & baffling
hauled in. Stun sail. Steering N.E.

Tuesday April 8th All these 24 hours. pleasant
weather & light trade winds. Steering N.E. by N.
1 sail in sight.
Lat 19° — S.

Wednesday April 9th All these 24 hours. pleasant.
weather & fine trade winds. Spoke the English
Clipper Ship. "War Cloud" — of & from
Liverpool, for Bombay. passed one. Bark.
leading to Southward. Steering N.N.E.
Lat 17° 24' S.

Thursday April 10th First part. pleasant weather &
fine trade winds. Steering N. by E. middle & latter
parts. wind varying from E. to N.N.E. some times
light & sometimes a fresh breeze. with one or two
squalls of thunder & lightning. Steering to the N.

Friday April 11th First part. weather pleasant. with
a fine breeze from the N.N.E. middle & latter
parts. calms & light varying winds with heavy
rain squalls. Ship Steering to the N.N.E.
Lat 15° 15' S.

Saturday April 12th All these 24 hours. pleasant
weather & light trade winds. Set the Stun sail.
1 sail in sight. Steering N.N.E. Lat 13° 30' S.

Sunday Apr 13th All these 24 hours. pleasant weather & light
trade winds. 4 sails in sight. Steering N.N.E.
Lat 11° 44' S.

Bound to Fair Haven. Mass.

Monday April 14th 1862
All these 24 hours pleasant weather & light varying
trades. Hauled in the Stun sails. Steering N.N.E.
The watch variously employed. Lat. 10° 29' S.

Tuesday April 15th All these 24 hours. weather.
pleasant with calms & light varying trades
The watch variously employed. Steering N.N.E.

Wednesday April 16th All these 24 hours light
varying winds with squalls of rain. The watch
employed washing ship outside. Steering N.N.W.
2 sails in sight, A Bark & a Brig. Lat. 8° 25' S.

Thursday April 17th First part pleasant weather
with calms & light varying winds. Capt Brown
went on board of the Bark she proved to
be the American. Barque. "George & Henry" of
from Baltimore. for Valparaiso. 40 days out.
has been 15 days from the line, owing to light
winds. Middle part. wind the same with heavy
squalls of rain. Latter part weather pleasant
with a light trade wind. at daybreak saw
the Coast of Brazil S.A. bearing W.N.W.
also 10 sails in sight spoke one of them the Am
Whale ship "Henry Kneeland" Kelly, of & for
N Bedford. from San Francisco. He is now
going into Pernambuco (Brazil) for water. Capt
Brown intended to go there but he obtained news
from the "George & Henry" that there was no danger
from Privateers. so he will improve a fair wind
steering N. Set the Stun sails. Lat. 7° 12' S.

Friday April 18th All these 24 hours. fine trade winds
& pleasant weather with the exception of a few
squalls of rain. the land & several sails in sight
Steering to the N.

Lat 5° 20' S.

United States of America.

(171)

Saturday April 19th 1862

All these 24 hours. light trade winds. & pleasant weather. with the exception of a few squalls of rain. This day lost sight of the land. several sails in sight. Capt. Brown went on board of one of them she proved to be the Brazilian Brig. "Isoubadore" of & from Rio-de-Janeiro, for Pernambuco. has been becalmed 12 days. Steering $N \frac{1}{2} W.$ & $N.W.$ by $N.$ Lat. $3^{\circ} 44' S.$

Sunday April 20th First part pleasant weather with a light breeze varying from $S.E.$ to $N.N.E.$ hauled in Stunsails. Spoke the Barque. "Margaritta" of Buenos Ayres. 19 days from Montevideo for New York. Capt. Brown & his family went on board of her & spent the afternoon. Middle & latter parts wind & weather the same. Set the Stunsails. The watch employed getting the iron work ready for painting. Been steering $N.W.$ by $N.$ Lat $3^{\circ} 09' S.$

Monday April 21st All these 24 hours. pleasant weather with calms & light North-Easterly winds. The watch employed painting the Ironwork. Been steering by the wind heading to the $N.W.$ 1 sail in sight. Hauled in Stunsails Lat $2^{\circ} 35' S.$

Tuesday April 22nd All these 24 hours. pleasant weather. & a light breeze from the Northward & Eastward. The watch employed painting. Steering by the wind heading to the $N.N.W.$ Lat $1^{\circ} 33' S.$

Wednesday April 23rd All these 24 hours. a fine breeze varying from $N.$ to $N.E.$ with squalls of wind & rain. The watch variously employed. Steering by the wind heading to the Northward & Westward. Lat $00^{\circ} 43' S.$

Bound to the United States of America.

Thursday, April 24th 1862.

First part, light varying winds with squalls of rain. Middle part, a fine breeze from the E. by S. until 2 A.M. when it shifted to the E. S. E. with heavy rain squalls. Steering to the N. Leatter part weather pleasant, with a fine Easterly breeze. The watch employed painting the yards & mastheads. Steering N. N. W. This day crossed the Equator. Lat $1^{\circ} 35' N$

Friday, April 25th First part, pleasant weather & a fine breeze from the N. E. Middle part, wind increasing & hauling to the E. with heavy squalls. Leatter part weather, pleasant, with a fine breeze from the same quarter. Steering N. N. W. & N. W. by N. Lat $2^{\circ} 15' N$

Saturday, April 26th All these 24 hours, pleasant weather & a fine breeze from the N. E. The watch busily employed. Been steering N. W. by N. $\frac{1}{2}$ N. & N. N. W. Lat $3^{\circ} 50' N$

Sunday, April 27th All these 24 hours, pleasant weather & a brisk breeze from the Northward & Eastward. Landed main Royal & Fore Top Gallant sail. The watch employed painting & tarring. Steering N. W. by N. $\frac{1}{2}$ N. Lat $6^{\circ} -' N$

Monday, April 28th All these 24 hours, pleasant weather & fine N. E. trade winds. Sent up the Topmast Breast-back-stays. Set Fore Top Gallant sail & main Royal. The watch employed painting & tarring. Been steering N. W. by N. & N. N. W. Lat $8^{\circ} 20' N$

Tuesday, April 29th All these 24 hours, pleasant weather & fine Trade winds. The watch employed painting & tarring. Steering N. W. by N. $\frac{1}{2}$ N. Lat $10^{\circ} 14' N$

Wednesday, Apr 30th All these 24 hours, pleasant weather & fine trade winds. Hoisted one Back. Set the Stun'sails. Been steering N. W. by N. $\frac{1}{2}$ N. Lat $12^{\circ} 34' N$

Thursday May 1st 1862.

First part pleasant weather. with fine trade & increasing hauled in the Stun'sails. spied a Herm. Brig steering to the W. Middle part weather the same. with brisk trade winds. Latter part weather the same, wind more moderate. Set the Stun'sails. Been steering NW by N $\frac{1}{2}$ N. Lat. 14° 58' N.

Friday May 2nd All these 24 hours. pleasant weather & brisk trade winds. Set the Stun'sails. Been steering N.W. by N. Lat. 17° —' N

Saturday May 3rd All these 24 hours pleasant weather & brisk trade winds. Been steering N.W. by N. Long. 56° 40' W. Lat. 19° 09' N.

Sunday May 4th First part. pleasant weather & fine trade winds. 2 sails in sight, spoke one of them the Brig "Daniel Boone" off Stockton Me 49 days from Boston for Barbadoes. we here obtained news of the battle of Pittsburg. & other late news. Middle & Latter parts weather the same, with light trade winds. 1 Brig in sight. 9 A.M. lowered the Boats for what was supposed to be Sperm Whales. Been steering N.W. by N. Lat. —

Monday May 5th First part pleasant weather & light trade winds. at 2 P.M. the Boats returned. the whales proved to be Humpbacks. Middle & Latter parts wind & weather the same. 2 sail in sight. Been steering N.W. by N. Lat. 21° 44' N.

Tuesday May 6th 1862.
All these 24 hours. pleasant weather. wind light & haul
to the Southward. The watch employed tarring &
painting. 2 sails in sight. Been steering N.W. by
N. N.W. Lat. 23° 30' N

Wednesday May 7th All these 24 hours. pleasant
weather. With a fine Southerly breeze. & hauling to
the S.S.W. & increasing. 1 sail in sight. Been steering
N.W. by N; N.N.W. & N. by W Lat. 25° 22' N.

Thursday May 8th First part pleasant weather. with a fine
breeze from the S.S.W. but hauling to the N.W. &
moderating. Hauled in the Stunsail. Steering N.W. by N
Middle part weather the same. with light Westerly wind
& calms. Ship heading to the N. Latter part. weather
raining with calms & light varying airs. Steering to
the N.N.W. Long. 60° 50' W Lat. 26° 22' N.

Friday May 9th First & middle parts. pleasant weather
with calms & light varying airs. Latter part. weather
raining. with a fine breeze from the N.E. Steering N.W.
by N. Lat.

Saturday May 10th First part weather raining with a brisk
breeze from the E.N.E. & hauling to the S.E. Middle
part weather the same, with a light S.E. breeze.
Latter part. weather pleasant. with calms & light
varying airs. Steering N.W. by N. & N.N.W. Lat 28° 05' N.

Sunday May 11th First part. pleasant weather. with
light varying airs. Middle part. weather raining. most of the
time. with a fine Southerly breeze but hauling to the
N.W. with heavy squalls. Hauled all the light sail
at 3 A.M. It moderated to a calm. made all sail.
Latter part. weather the same. with a fine Southerly
breeze. Been steering N.W. by N. Lat. 29° 02' N

Monday May 12th 1862
 First part weather cloudy, & dry part of the time, with
 a brisk breeze from the Southward, until 5 P.M.
 when it shifted to the N. by W. with rain. Landed
 all the light sails & double reefed the Topsail.
 Ship heading to the N until 7 P.M. when the
 wind continuing to haul to the N.E. wore ship
 heading to the N.W. Middle part weather dry
 but cloudy, with a brisk breeze from the N.
 Latter part weather pleasant, wind moderating
 from the N.N.E. made all sail. Ship close
 hauled on the Starboard tack heading to the N.W.
Lat. 29° 45' N.

Tuesday May 13th All these 24 hours, pleasant weather
 with a light breeze varying from N.N.E. to E. The
 watch employed clearing the cables. 1 sail in
 sight, the ship heading to the Northward &
 Westward.
Long. 61° 37' W. Lat. 30° 43' N.

Wednesday May 14th First part pleasant weather & a
 light breeze from the E. Set the Stun sails. Middle
 part weather the same, with a fine breeze from the
 same quarter. Latter part wind & weather the same, 6
 sails in sight during these 24 hours. Been steering into
 the N.N.W. The watch employed clearing & painting
 the cables.
Lat. 32° 36' N.

Thursday May 15th All these 24 hours pleasant
 weather, & a fine breeze from the E. 2 sails in
 sight. Been steering N by W. This day finished
 the cables, & took down the try-works & threw the
 rubbish overboard.
Lat. 35° 25' N.

Friday May 16th All these 24 hours pleasant weather
 & a light breeze varying from E.S.E. to S.E. 4 sails
 in sight. Been steering N.N.W. Spoke the British
 Brig Louis Marianne & Atkins.
Lat. 37° 14' N.
 6 days from N York,
 for Ponce, P.R.



Saturday May 19th 1862.
All these 24 hours pleasant weather & a light breeze
varying from E to S.S.E. Been steering N.N.W.

Lat. 38° 48' N.

Sunday May 18th All these 24 hours. thick foggy weather
most of the time. with calms & light varying airs
Sent down the forewater Back-stays. Steering to the N.
N.W.

Lat.

Monday May 19th First part thick foggy weather
with a fine breeze from the S.S.W. Steering N.N.W.
at 12 P.M. hauled in the Stun sails. at 12 past
6 P.M. hove the lead & found bottom at 45 fathoms
middle part wind moderating & hauling to the N.W.
weather the same until 12 P.M. when the fog
cleared up. passed a Topsail Schooner also
spoke a New York Pilot Boat. (No. 17).
Ship heading to the N. & to the N.N.E.
 Latter part. weather pleasant with a fine breeze
from the N.N.W. at 8 A.M. saw the land
(No Man's Land) bearing N.E. 9 A.M. the wind
hauling to W.S.W. got the anchors off the Bows
& bent the cables. Set the Stun sails. Also
hove 2 Boats overboard. The Ocean is alive
with sails mostly small craft. Steering N.E. 1/2 E
& N.N.E. & N by W. at 12 A.M. Long Island
& the Massachusetts coast in sight.

Tuesday May 20th Pleasant weather & a fine breeze
from the W.S.W. Ship heading in for New Bedford
harbour. at 2 P.M. took a Pilot from the Pilot Boat
"Vision" of N Bedford. at 5 P.M. hauled alongside
of Fair Haven dock. & after making all fast
we took our leave for N Bedford. there has been
8 arrivals to day. Thus ends my cruise in the
Bark "Bellevue".

Wednesday May 21st This day. Geo Colby & myself shipped
& went to sea in the Clipper Bark "Silver Cloud" for
N. York. weather pleasant with a light Easterly wind

Saturday May 24th This day we arrived in Williamsburgh &
after making all fast. I took my departure for New Haven
via N York.

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